



CITY OF LOS ANGELES TRANSPORTATION ELEMENT OF THE GENERAL PLAN

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**Adopted by City Council
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TRANSPORTATION ELEMENT OF THE GENERAL PLAN

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CHAPTER I - INTRODUCTION

This text and accompanying maps constitute the Transportation Element of the City of Los Angeles General Plan. This Element incorporates and revises the Scenic Highways Plan originally adopted in 1978; it replaces and supersedes the Highways and Freeways Element originally adopted in 1959. It should be reviewed periodically in light of information from the monitoring and evaluation program (Chapter VIII) and revised within ten (10) years of adoption to accommodate changing conditions and opportunities.

PURPOSE OF THE GENERAL PLAN

California state law requires that every city and county prepare and adopt a long-term, comprehensive General Plan for its future development. This plan should be integrated and internally consistent with a compatible statement of goals, objectives, policies and programs which provide a decision-making basis for physical development. California state law requires that the day-to-day decisions of a city follow logically from, and be consistent with, the General Plan. More specifically, Government Code Sections 65860, 66473.5, and 65647.4 require that zoning ordinances and parcel map approvals be consistent with the General Plan.

Goals, objectives and programs are established for each plan to meet the existing and future needs and desires of the community to create a healthful and pleasant environment. These goals, objectives and programs are specific and action-oriented. The City will promote these goals and objectives during the life of the Plan.

The preparation and adoption of a General Plan serves the following purposes:

- States the local government's policies on existing and future development needed to achieve community goals;
- Identifies the community's environmental, social, and economic goals;
- Identifies the need for and methods of improving the coordination of community development activities among all units of government;
- Improves the coordination of community development activities among all units of government;
- Establishes the local government's capacity to respond to problems and opportunities concerning community development in a way consistent with local, regional, and state goals and policies;
- Informs citizens about their community and provide an opportunity to participate in the planning and decision-making process of local government;
- Creates a basis for subsequent planning efforts such as the preparation of specific plans and special studies.

STATE REQUIREMENTS

California State Government Code Section 65300 requires each county and city, including charter cities, to adopt a comprehensive General Plan. The General Plan may be adopted either as a single document or as a group of related documents organized either by subject matter or by geographic section within the planning area [Government Code Section 65301 (b)]. The General Plan must be periodically updated to assure its relevance and usefulness.

Changes to the law over the past twenty years have vastly boosted the importance of the General Plan to land use decision-making. A General Plan may not be a “wish list” or a vague view of the future but rather must provide a concrete direction¹. In essence, the General Plan is a “constitution for development,”² the foundation upon which all land use decisions in a city or county are to be based. It expresses community development goals and embodies public policy relative to the distribution of future land use, both public and private.

The General Plan must include the following seven mandated Elements (Government Code Section 65320):

1. Land Use
2. Circulation
3. Housing
4. Conservation
5. Noise
6. Open Space
7. Safety

In addition, State law permits the inclusion of optional Elements which address needs, objectives, or requirements particular to that city or county (Government Code Section 65303).

Counties and cities have flexibility in organizing their General Plans as long as all of the requirements specified for each of the seven mandated Elements are addressed. For example, it is permissible to combine the Open Space and Conservation Elements into a single Element [Government Code Section 65301 (a)]. State law recognizes that the diversity of the State’s communities and their residents require local jurisdictions to implement general plan law in ways that accommodate local conditions while meeting minimum requirements (Govt. Code § 65300.7). Further, State law recognizes that due to the differences between them in size, characteristics, population, size and density, fiscal and administrative capabilities, land use and development issues and human needs, cities’ and counties’ capacity to respond to State planning law will vary (Govt. Code § 65300.9). State law has given a city with the diversity and size of Los Angeles latitude in formatting, adopting and implementing its General Plan, as long as it adheres to the minimum requirements of State law.

¹Office of Planning and Research, State of California General Plan Guidelines, (North Highlands, CA:General Services Publications Section, 1990), p. 5.

²State of California General Plan Guidelines, p. 5.

ORGANIZATION AND CONTENT OF THE LOS ANGELES GENERAL PLAN

The City of Los Angeles has re-organized its General Plan in order to better address the particular issues facing the City. The twelve Elements which comprise the Los Angeles City General Plan are listed below:

- A. CITYWIDE GENERAL PLAN FRAMEWORK ELEMENT- The Framework Element establishes the broad overall policy and direction for the entire General Plan. It is a discretionary element of the General Plan which looks to the future. It provides a citywide context and a comprehensive long-range strategy to guide the comprehensive update of the General Plan's other Elements. The Framework also provides guidance for the preparation of related General Plan implementation measures including specific plans, ordinances, or programs, including the City's Capital Improvement Program.
- B. LAND USE ELEMENT -The Land Use Element is divided into 35 Community Plans for the purpose of developing, maintaining and implementing the General Plan. These community plans collectively comprise the Land Use Element of the Los Angeles General Plan.
- C. AIR QUALITY ELEMENT
- D. TRANSPORTATION ELEMENT
- E. HOUSING ELEMENT
- F. INFRASTRUCTURE SYSTEMS ELEMENT
- G. OPEN SPACE AND CONSERVATION ELEMENT
- H. NOISE ELEMENT
- I. PUBLIC FACILITIES AND SERVICES ELEMENT
- J. HISTORIC PRESERVATION AND CULTURAL RESOURCES ELEMENT
- K. SAFETY ELEMENT
- L. URBAN FORM AND NEIGHBORHOOD DESIGN ELEMENT

The General Plan expresses community development goals and policies relative to the distribution of land use, both public and private. The Plan integrates the citywide elements and community plans, and gives policy direction to the planning regulatory and implementation programs.

Citywide General Plan Framework

The Citywide General Plan Framework (CGPF) is the first component of the Comprehensive General Plan. This component seeks to bring the demands on the urban systems into equilibrium with the systems' capacities and to maintain that balance in the future. The General Plan Framework defines citywide policies related to growth that influence most of the City's General Plan Elements.

It includes policies for land use, housing, urban form/neighborhood design, open space/conservation, economic development, transportation, and infrastructure/public services.

The Framework sets forth an estimate of population and employment growth to the year 2010 that can be used to guide the planning of infrastructure and public services. This, however, does not represent a limit on growth or a mandated level of growth in the City or its Community Plan Areas. Traditionally, such “end-state” limits have proven ineffective in guiding growth and public infrastructure/service investments and in responding to the changing needs of a city’s residents and its economy. In its place, the Framework establishes a program to annually monitor growth, its impacts, and infrastructure and service needs that will be documented in a report to the City Council and pertinent service departments and agencies. This provides decision makers and planners with the information that is essential in shaping growth in a manner that seeks to mitigate its impacts, minimize development costs, conserve natural resources, and enhance the quality of life in the City.

Transportation Element

Purpose

The purpose of this Element is to present a guide to the further development of a citywide transportation system which provides for the efficient movement of people and goods. This Element recognizes that primary emphasis must be placed on maximizing the efficiency of existing and proposed transportation infrastructure through advanced transportation technology, through reduction of vehicle trips, and through focusing growth in proximity to public transit. The Transportation Element and its monitoring and evaluation program should serve as the basis for City participation in, and input to, the preparation and review of mandated updates of the Regional Transportation Plan and Regional Transportation and Improvement Program.

Content

For the City of Los Angeles the Transportation and Infrastructure Systems Elements together provide compliance with Government Code Section 65302 (b) which requires that the general plan include a circulation element consisting of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other public utilities and facilities, all correlated with the Land Use Element of the General Plan.

The City’s Transportation Element addresses motorized and non-motorized transportation through the year 2010. It is correlated with land use and other General Plan elements; it is based on the recommendations of the Framework Element. The Transportation Element includes the following maps, responding to the State requirement of indicating the general location of major thoroughfares, transportation routes and a portion of the public utilities:

- A. Highways and Freeways Maps-depicting freeways, major and secondary highways citywide as well as these same designations by City sub-area.
- B. Rail/Transit Corridor Maps-depicting existing, funded, and approved transit/rail lines, and Transportation Element- recommended transit lines/corridors, citywide; plus Transit Priority Arterial Streets, citywide.

- C. Goods Movement Maps-depicting rail freight lines/truck routes/intermodal freight facilities; plus pipelines, citywide.
- D. Non-Motorized Transportation Map-depicting CGPF - suggested pedestrian priority street segments and designated bikeways, citywide.
- E. Scenic Highways-depicting designated Scenic Highways, citywide.

In addition, the Transportation Element sets forth street designations and related standards as well as selection/performance criteria for each designation in Chapter VI. A listing of street types with descriptions and generalized cross sections for each designation is included. The Element also incorporates Streetscape and Scenic Highway Guidelines in that chapter. Implementation programs and a monitoring and evaluation program consistent with the Framework Element comprise Chapters VII and VIII, respectively.

The City of Los Angeles Transportation Element does not fully address the required public utilities/facilities component of a State-mandated circulation element. The City will address these remaining infrastructure requirements through the preparation of the City's Infrastructure Systems Element. The Port of Los Angeles and the Los Angeles International Airport, as major transportation facilities/terminals, each have plans included in the City's General Plan.

Consistent with the policies of the adopted Air Quality Element of the City's General Plan, the Transportation Element promotes strong linkages between land use, transportation and air quality. The Land Use Element is intended to guide the location and intensity of the private and public use of land and to promote an arrangement of land uses, streets, and services which will encourage and contribute to the economic, social and physical health, safety, welfare, and convenience of the people who live and work in the City. The Community Plans, which comprise the Land Use Element, incorporate the Transportation Element Highways and Freeways system and also designate collector streets.

The Transportation Element recognizes the contribution of a proper juxtaposition of land uses to the reduction of vehicle trips. Locating land uses that better serve the needs of the population closer to where they work and live reduces the number and the distance of vehicle trips, resulting in congestion relief and a decrease in pollution from mobile sources. The Transportation Element provides goals, objectives, standards, policies and programs to continually meet the changing mobility and air quality challenges faced by the City of Los Angeles.

INTERNAL CONSISTENCY

All elements of the general plan must be consistent with each other according to State Government Code (Sec. 65300.5). This internal consistency requirement has several important implications for the structure and content of the General Plan. First, it establishes that all elements of the general plan have equal legal status. For example, the Land Use Element and the Open Space Element cannot contain different land use intensity standards with qualifying statements such as:

"if in any instance there is a conflict between the land use element and open space element, the land use element controls" (*Sierra Club v. Board of Supervisors of Kern County* (1981) 126 Cal. App. 3d 698).

Any conflicts among elements must be resolved within the general plan itself. Similarly, all goals, objectives, policies, principles, standards, and plan proposals in the general plan must be consistent; the implementation programs set out in the plan must be true to and follow logically from the plan goals and policies.

Information, such as projections and assumptions, in all elements within the general plan must be consistent and uniform since no element is subordinate to another. Population projections in the Land Use Element, for example, must be consistent with population projections in the Transportation Element. When a new element is adopted or a part of the general plan amended, the rest of the plan must be changed to eliminate any inconsistencies created by the new element or amendment.

ADOPTION PROCEDURES

Commission Approval

The General Plan and any amendments thereto must be approved by the City Planning Commission following a public hearing and the approved changes must be presented to the Mayor and the City Council by the Director of Planning, together with the Commission's report and recommendations. A draft of this Transportation Element was circulated to the State Department of Transportation, Los Angeles County Regional Planning, Los Angeles County Metropolitan Transportation Authority (LACMTA), and the Southern California Association of Governments (SCAG) for their review prior to Council adoption to assure conformance with Government Code Section 65350. The Transportation Element, in its initial draft form as a chapter of the Framework Element, was also circulated to all regional, county, adjoining local governments as well as to the general public to give opportunity for review and comment.

City Council Adoption

The General Plan and any amendment to it must be adopted by majority vote of the City Council. A two-thirds vote of the Council is required if its action contrary to the recommendations of either the City Planning Commission or of the Mayor. A three-fourths vote of the Council is required if the action of the Council is contrary to the recommendations of both the City Planning Commission and the Mayor.

REGIONAL CONTEXT AND CONSISTENCY WITH OTHER REGIONAL PLANS

When preparing or revising a general plan, cities and counties should carefully analyze the implications of regional plans for their planning area. General plans are required to include an analysis of the extent to which the general plan's policies, standards, and proposals are consistent with regional plans.

Regional plans prepared by the Southern California Association of Governments (SCAG) and other designated regional agencies (e.g. LACMTA) provide the legal basis for allocating state and federal funds, as in the case of transportation and water quality facilities. Other regional plans, such as air quality plans, spell out measures which local governments may institute in order for the region to meet state and federal standards.

The General Plan Framework serves as subregional input to the Southern California Association of Governments Regional Comprehensive Plan and Guide and provides a context for cooperative

planning efforts between the City of Los Angeles, adjacent cities, and the five county region. The Framework, along with the Air Quality Element and this Transportation Element, seeks consistency between the Los Angeles City General Plan and the Regional Comprehensive Plan and Guide as well as the Regional Air Quality Management Plan. The Regional Comprehensive Plan and Guide includes Growth Management and Mobility components. This Transportation Element is also consistent with the 1993 California Transportation Plan, the 1995 LACMTA Long Range Plan and the Los Angeles County Congestion Management Program (1995).

Congestion Management Program

The Congestion Management Program (CMP) was enacted by the California State Legislature with the passage of AB 471 in July, 1989 (California Government Code Section 65088, et seq.). The requirements for the Congestion Management Program became effective upon voter approval of Proposition 111 in June 1990. The Los Angeles County Transportation Commission (which was soon merged into the LACMTA) first adopted a Countywide CMP in December 1992, and periodically updates the CMP on a scheduled basis.

The City's General Plan Framework, Air Quality and Transportation Elements call for citywide congestion reduction by linking population and employment concentrations with transit systems. The intent of the CMP legislation was to create a State transportation planning program that required local jurisdictions to assume responsibility for their land use decisions which impact the regional transportation system. By linking land use, transportation, and air quality decisions, this legislation encourages more effective use of all transportation modes. The CMP provides local jurisdictions with a mechanism to link transportation and land use policies with the objective of reducing local and regional traffic congestion and improving air quality.

A major aspect of the CMP land use policy is the reduction of congestion and air pollution through the provision of incentives for development adjacent to rail stations and other public transit systems. Higher density residential, mixed residential and commercial, and low and very low income housing uses are exempt from any CMP requirements within a quarter mile radius of a fixed transit passenger station. Residential/mixed use development projects are also exempt if they are within a quarter mile of a transit station and more than one-half of the land or floor area is placed in residential use.

CITIZEN PARTICIPATION

State law (Government Code Section 65351) specifies that: "During the preparation or amendment of the general plan, the planning agency shall provide for opportunities for the involvement of citizens, public agencies, public utility companies, and civic, education, and other community groups, through public hearings and any other means the city or county deems appropriate."

A listing of entities for referral is provided by Government Code Section 65352. Other sections of the Government Code require that prior to adopting a general plan, element or amendment, the planning commission and legislative body hold at least one public hearing (Sections 65353 and 65355). While the above represents the minimum requirements, it is the policy of the City Planning Department to seek involvement and active participation of other City departments and other public agencies, the Office of the Mayor and all elected officials, as well as the public.

Over a period of several years, the Departments of City Planning and Transportation, in collaboration with a team of professional consultants, outside organizations, and residents from all parts of the City, developed the Citywide General Plan Framework Element. The primary mode for participation was approximately 60 community and neighborhood workshops, in which more than 3,000 residents and business persons participated. The Transportation Element is based on the Framework Element's recommendations. In addition, six community workshops dispersed throughout the City and one public agency workshop in Downtown Los Angeles were conducted in February and March of 1997, to present and discuss the preliminary Transportation Element. Public hearings were conducted by the City Planning Commission on May 8, 1997 and June 12, 1997 as part of its review and consideration of the proposed Element.

CHAPTER II - BACKGROUND

Introduction

Los Angeles is the second largest city in the United States and the largest city in California. The City includes Downtown Los Angeles, the primary employment center of the entire region; as well as some of the largest residential, commercial and industrial clusters; entertainment and visitor centers; a major international airport; a major harbor; and other major land uses. All these diverse land uses have a vital dependency on efficient transportation and they heavily influence travel patterns throughout the region. The nation's most traveled and congested freeways, as well as some of the most congested surface streets in Los Angeles County, are located within the City of Los Angeles³.

The existing City of Los Angeles Highways and Freeways Element was first adopted in 1959. Circulation Element policy statements are contained in each of the 35 Community Plans. The focus of the Highways and Freeways Element was the expansion of the City's transportation network through large infrastructure investments. Since 1959, a number of factors have emerged which would indicate that significant construction of new highway infrastructure is impractical. Due to the air quality problems of the South Coast Air Basin, the Federal government has imposed severe air quality guidelines, taking into account that almost 50% of the pollutants come from mobile sources. There is increasing community opposition to freeway construction projects in urbanized areas. In addition, with more competing demands on the State's and City's financial resources and the escalating construction cost of new streets and freeways, less public investment can be committed to infrastructure development. **For environmental and fiscal reasons, it is clear that the primary emphasis on building our way out of the congestion problem is no longer viable.**

With the advent of the Congestion Management Program and the completion of the Citywide General Plan Framework Element, the City has shifted its approach to solving transportation and air quality problems by linking population and employment concentrations with transit systems. The ongoing development of an extensive regional transit system presents opportunities for moving towards the goal of less dependence on the automobile. The Framework's more pedestrian friendly vision and the correlation between proposed land use intensity and the transit system will reduce the City's dependence on the automobile and improve the City's quality of life. The effect of a more responsive transit system is in line with the pursuit of a more liveable city and responds effectively to Federal air quality mandates. This Transportation Element supports the strong link between land use and transportation and advocates an integrated and balanced solution of demand management and capacity enhancements. It also strongly supports the enhancement of the transit system to compete effectively as an alternative to the automobile.

CITY PLANNING AREA DESCRIPTION

The City of Los Angeles encompasses an area of about 465 square miles. The City is bordered by the San Gabriel Mountains on the north, developed communities on the east, the Santa Monica Mountains on the northwest, and Santa Monica Bay and the Pacific Ocean on the south and west.

³Citywide General Plan Framework, "Transportation Issues and Opportunities" Technical Memorandum, July 22, 1993.

The City is geographically divided into 35 community planning areas and 15 Council Districts. (Figure 1).

DEMOGRAPHICS

Population

The City of Los Angeles, with a 1990 population of 3,485,398 persons, is the second largest city in the nation and the most populous city in the State. Between 1980 and 1990 the City's population increased by 17.5%, from 2,966,850. The City's population is projected to reach 4,306,564 by 2010, a 23.6% increase over the 1990 population. The most populous Community Plan areas are Wilshire, South Central, Southeast, Northeast, and Hollywood. In 1990, these communities accounted for over 1.2 million residents or 35% of the City's population. By 2010 these five plan areas are expected to accommodate almost 1.5 million of the City's 4.3 million residents (Table 1). For Los Angeles County the largest growth will be experienced in the North County area (Figure 2).

Housing

In 1990 the total number of dwelling units in the City was 1,299,963, of which 519,692 or approximately 40% were single family. From 1980 to 1990, the total dwelling units citywide increased by 9.29% but single family units decreased by 7,100. The total dwelling unit count in the City is expected to reach 1,566,108 by year 2010. By 2010, multi-family dwelling units are projected to account for 65.2% or 1,021,187 of the citywide total. The communities of Wilshire, Hollywood, South Central, Northeast Los Angeles, West Adams/Baldwin Hills/Leimert, and Southeast Los Angeles are projected to account for the highest number of dwelling units, as they did in 1990 (Table 2).

Employment

In 1990 there were 1,902,057 jobs located in the City. The communities of West Los Angeles (85,931), Southeast Los Angeles (95,404), Hollywood (96,152), Canoga Park/Winnetka/Woodland Hills (103,084), Wilshire (158,360), and Central City (240,176) accounted for almost 780,000 jobs. By 2010 it is estimated that the City's employment share will increase by 389,424 to 2,291,481. The same six communities will account for almost 42% of the total employment in the City (Table 3). Note, however, that a significant percentage of these jobs are filled by people commuting from areas outside of the City.

Number of Motor Vehicles

Based on the 1990 Census and Department of Motor Vehicles reports, there were 1,840,982 registered motor vehicles in the City of Los Angeles. The communities of Wilshire (125,203), Canoga Park-Winnetka-Woodland Hills (111,541), Hollywood (108,808), and Northeast Los Angeles (108,388) had the highest number of motor vehicles. In the same year, the communities of Central City (70%), Westlake (46%), Central City North (38%), Southeast Los Angeles (32%) and Boyle Heights (28%) had the highest proportion of households with no registered motor vehicle (Table 4).

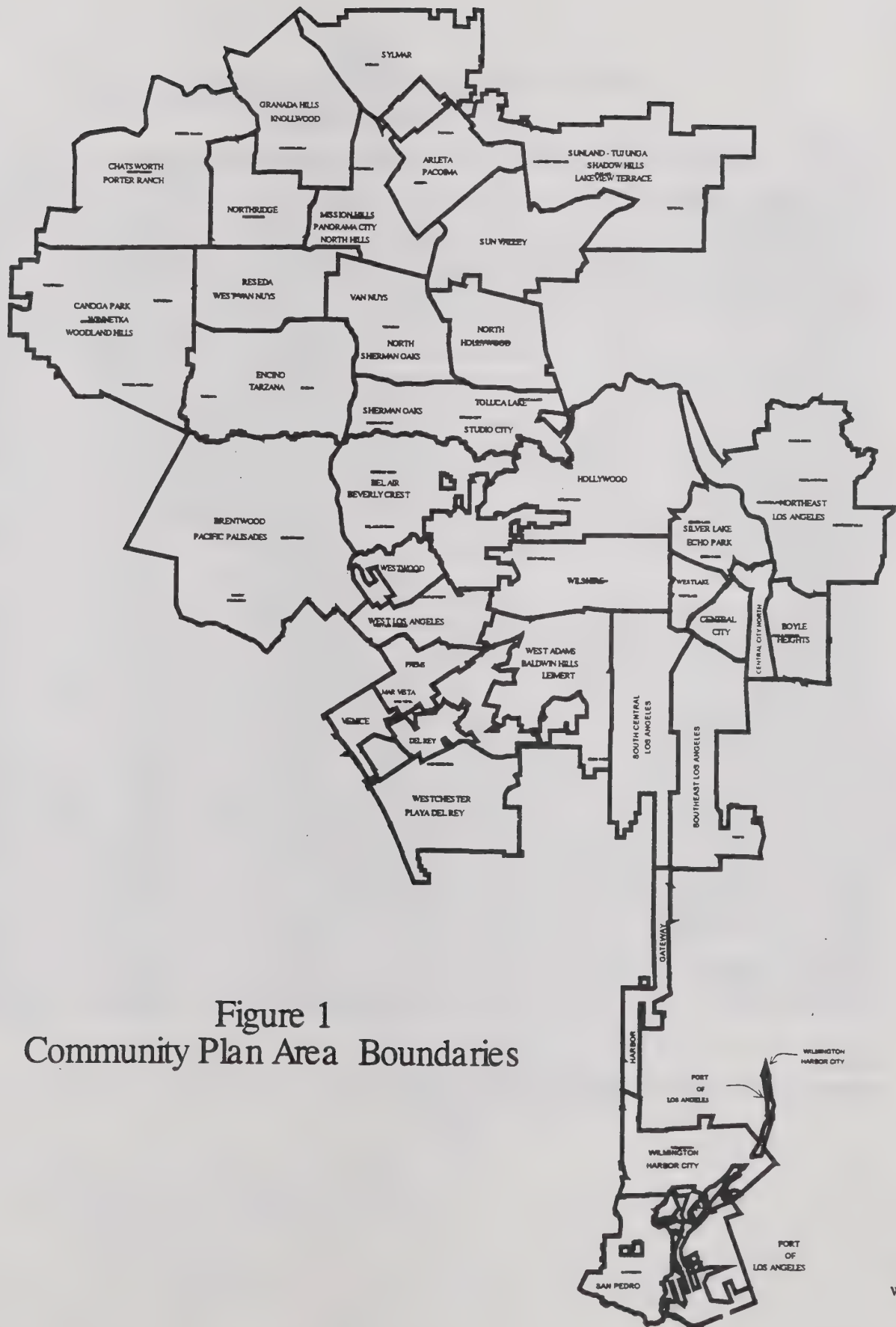


Figure 1
Community Plan Area Boundaries

TABLE 1
POPULATION BY COMMUNITY PLAN AREA (CPA)
1990 AND 2010

COMMUNITY PLAN AREAS	POPULATION 1990	POP. FORECAST 2010	POPULATION CHANGE	%POP CHANGE
NORTHEAST LOS ANGELES	237,293	298,084	60,791	25.62%
BOYLE HEIGHTS	94,580	122,092	27,512	29.09%
SOUTHEAST LA	238,991	288,156	49,165	20.57%
WEST ADAMS-BALDWIN HILLS-LEIMERT PARK	169,397	200,981	31,584	18.64%
SOUTH CENTRAL LA	257,469	314,900	57,431	22.31%
WILSHIRE	271,620	337,144	65,524	24.12%
HOLLYWOOD	213,858	257,033	43,175	20.19%
SILVERLAKE-ECHO PARK	79,097	97,048	17,951	22.70%
WESTLAKE	106,972	124,040	17,068	15.96%
CENTRAL CITY	22,374	27,029	4,655	20.80%
N&E CENTRAL CITY	19,318	38,839	19,521	101.06%
SHERMAN OAKS-STUDIO CITY-TOLUCA LAKE	68,221	86,863	18,642	27.33%
NORTH HOLLYWOOD	123,410	156,181	32,771	26.55%
ARLETA-PACOIMA	90,958	115,461	24,503	26.94%
VAN NUYS-NORTH SHERMAN OAKS	136,889	165,973	29,084	21.25%
MISSION HILLS-PANORAMA CITY-NORTH HILLS	109,072	139,950	30,878	28.31%
SUN VALLEY	76,573	95,212	18,639	24.34%
SYLMAR	59,479	77,683	18,204	30.61%
GRANADA HILLS-KNOLLWOOD	54,352	61,630	7,278	13.39%
CANOGA PARK-WINNETKA-WOODLAND HILLS	150,560	191,892	41,332	27.45%
CHATSWORTH-PORTER RANCH	79,784	102,360	22,576	28.30%
NORTHRIDGE	58,867	76,308	17,441	29.63%
RESEDA-WEST VAN NUYS	89,279	109,678	20,399	22.85%
ENCINO-TARZANA	66,487	79,352	12,865	19.35%
SUNLAND-TUJUNGA	52,919	69,032	16,113	30.45%
WESTWOOD	41,297	49,605	8,309	20.12%
WEST LA	68,062	83,331	15,269	22.43%
PALMS-MAR VISTA-DEL REY	103,707	118,981	15,274	14.73%
VENICE	40,040	46,198	6,158	15.38%
WESTCHESTER-PLAYA DEL REY	48,003	62,306	14,303	29.80%
BRENTWOOD-PACIFIC PALISADES	54,880	64,619	9,740	17.75%
BEL AIR-BEVERLY CREST	19,537	21,557	2,020	10.34%
WILMINGTON-HARBOR CITY	74,073	92,168	18,095	24.43%
SAN PEDRO	71,970	88,927	16,957	23.56%
HARBOR GATEWAY	36,011	45,951	9,940	27.60%
CITYWIDE TOTAL	3,485,398	4,306,564	821,166	23.56%

SOURCE:

CITYWIDE GENERAL PLAN FRAMEWORK-SOCIO-ECONOMIC IMPACT ASSESSMENT REPORT, JANUARY 18, 1995

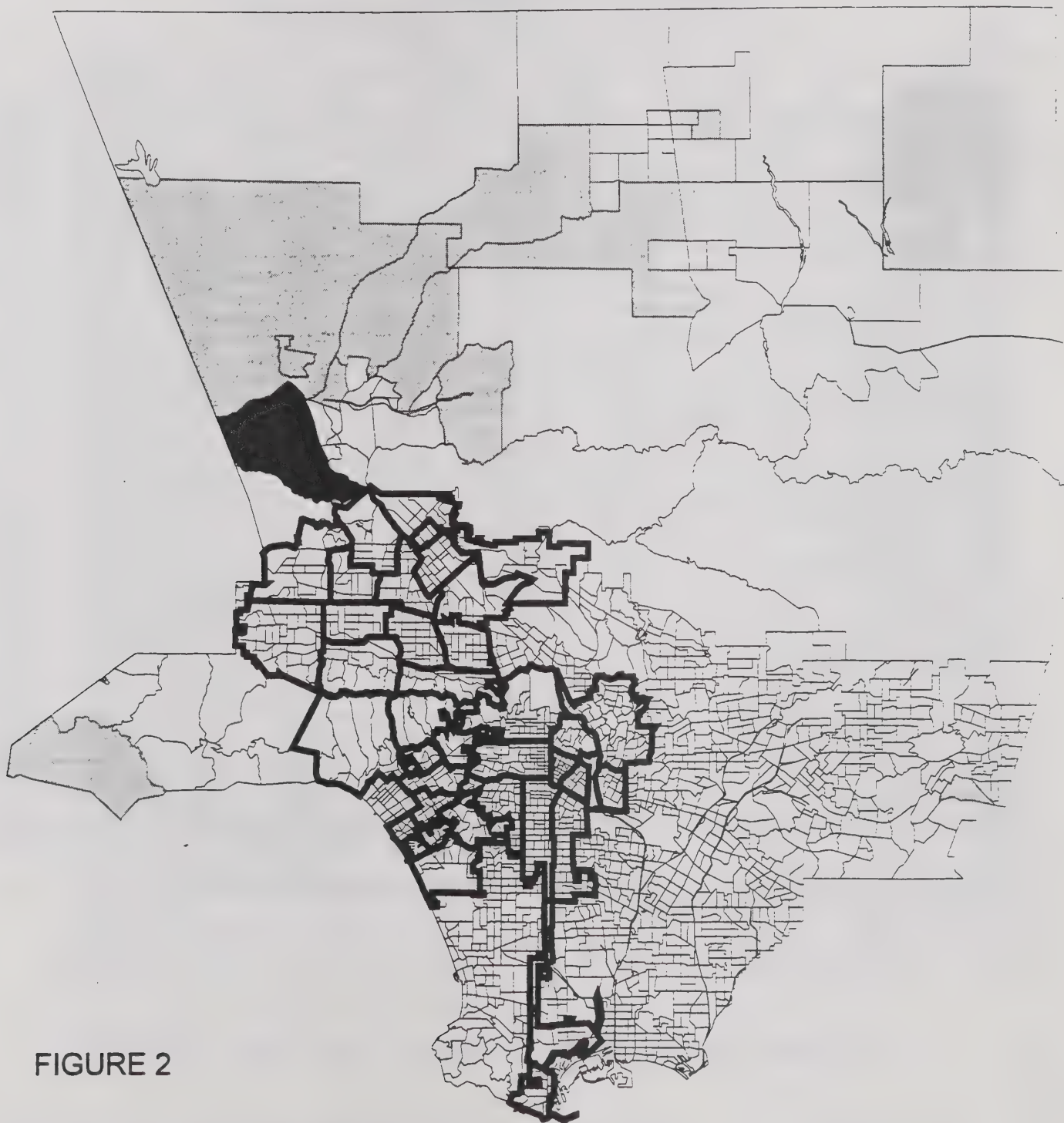


FIGURE 2

LOS ANGELES COUNTY POPULATION CHANGE
BY CENSUS TRACT 1990-2010

- 50,000 to 118,000
- 10,000 to 50,000
- 0 to 10,000
- -1,000 to 0

TABLE 2
TOTAL DWELLING UNITS BY CPA 1990 AND 2010

GEOGRAPHY	1990			2010 FORECAST		
	TOTAL DWELLINGS	SINGLE FAMILY	MULTI- FAMILY	TOTAL DWELLINGS	SINGLE FAMILY	MULTI- FAMILY
NORTHEAST LOS ANGELES	72,597	39,260	33,337	89,118	41,532	47,586
BOYLE HEIGHTS	23,210	8,301	14,909	29,255	8,301	20,954
SOUTHEAST LA	63,580	31,325	32,255	75,020	31,325	43,695
WEST ADAMS-BALDWIN HILLS-LEIMERT PARK	65,668	24,752	40,916	76,476	24,752	51,724
SOUTH CENTRAL LA	81,725	34,802	46,923	97,737	34,802	62,935
WILSHIRE	114,097	15,908	98,189	138,385	15,975	122,410
HOLLYWOOD	99,885	19,636	80,249	117,492	20,480	97,012
SILVERLAKE-ECHO PARK	28,765	10,875	17,890	34,438	10,875	23,563
WESTLAKE	34,536	2,020	32,516	39,328	2,020	37,308
CENTRAL CITY	10,141	50	10,091	12,148	50	12,098
CENTRAL CITY NORTH	4,043	328	3,715	8,044	328	7,716
SHERMAN OAKS-STUDIO CITY-TOLUCA LAKE	38,772	15,751	23,021	47,962	16,507	31,455
NORTH HOLLYWOOD	50,979	15,568	35,411	62,982	15,935	47,047
ARLETA-PACOIMA	19,908	14,579	5,329	24,864	15,346	9,518
VAN NUYS-NORTH SHERMAN OAKS	57,220	18,227	38,993	68,071	18,563	49,508
MISSION HILLS-PANORAMA CITY-SEPULVEDA	36,320	15,849	20,471	45,462	16,931	28,531
SUN VALLEY	22,157	14,010	8,147	27,021	14,385	12,636
SYLMAR	17,349	12,625	4,724	22,222	14,054	8,168
GRANADA HILLS-KNOLLWOOD	19,791	15,417	4,374	22,091	16,917	5,174
CANOGA PARK-WINNETKA-WOODLAND HILLS	59,147	36,637	22,510	73,497	39,908	33,589
CHATSWORTH-PORTER RANCH	29,776	18,374	11,402	37,290	22,062	15,228
NORTHRIDGE	21,473	12,360	9,113	27,178	13,385	13,793
RESEDA-WEST VAN NUYS	33,389	19,756	13,633	40,184	20,806	19,378
ENCINO-TARZANA	29,641	15,492	14,149	34,707	16,790	17,917
SUNLAND-TUJUNGA	20,486	14,724	5,762	25,797	16,419	9,378
WESTWOOD	19,343	3,070	16,273	22,690	3,088	19,602
WEST LA	35,789	10,088	25,701	42,877	10,234	32,643
PALMS-MAR VISTA-DEL REY	48,099	13,420	34,679	54,378	13,464	40,914
VENICE	21,844	7,222	14,622	24,632	7,222	17,410
WESTCHESTER-PLAYA DEL REY	22,602	9,928	12,674	28,476	10,391	18,085
BRENTWOOD-PACIFIC PALISADES	25,987	14,531	11,456	30,051	15,989	14,062
BEL AIR-BEVERLY CREST	8,489	7,685	804	9,245	8,323	922
WILMINGTON-HARBOR CITY	21,936	9,489	12,447	26,923	9,768	17,155
SAN PEDRO*	29,705	12,107	17,598	35,719	12,236	23,483
HARBOR GATEWAY	11,514	5,526	5,988	14,348	5,758	8,590
TOTAL	1,299,963	519,692	780,271	1,566,108	544,921	1,021,187

SOURCE: CITY OF LOS ANGELES GENERAL PLAN FRAMEWORK-DRAFT ENVIRONMENTAL IMPACT REPORT, JANUARY 19, 1995

* SAN PEDRO AND PORT OF LOS ANGELES WERE COMBINED

TABLE 3
EMPLOYMENT BY COMMUNITY PLAN AREA
1990 AND 2010

COMMUNITY PLAN AREAS	TOTAL EMP. 1990	TOTAL EMP. FORECAST 2010	TOTAL EMP. CHANGE	PERCENT EMP. CHANGE
NORTHEAST LOS ANGELES	73,877	85,829	11,952	16.18%
BOYLE HEIGHTS	33,954	38,776	4,822	14.20%
SOUTHEAST LA	95,404	106,384	10,980	11.51%
WEST ADAMS-BALDWIN HILLS-LEIMERT PARK	47,166	53,933	6,767	14.35%
SOUTH CENTRAL LA	68,297	78,996	10,699	15.67%
WILSHIRE	158,360	197,959	39,599	25.01%
HOLLYWOOD	96,152	115,157	19,005	19.77%
SILVERLAKE-ECHO PARK	18,045	21,075	3,030	16.79%
WESTLAKE	57,492	74,226	16,734	29.11%
CENTRAL CITY	240,176	301,686	61,510	25.61%
N&E CENTRAL CITY	34,668	41,804	7,136	20.58%
SHERMAN OAKS-STUDIO CITY-TOLUCA LAKE	46,508	55,810	9,302	20.00%
NORTH HOLLYWOOD	47,928	57,053	9,125	19.04%
ARLETA-PACOIMA	23,841	28,360	4,519	18.95%
VAN NUYS-NORTH SHERMAN OAKS	77,729	94,586	16,857	21.69%
MISSION HILLS-PANORAMA CITY-NORTH HILLS	36,692	44,941	8,249	22.48%
SUN VALLEY	45,760	49,190	3,430	7.50%
SYLMAR	21,514	25,371	3,857	17.93%
GRANADA HILLS-KNOLLWOOD	18,169	21,010	2,841	15.64%
CANOGA PARK-WINNETKA-WOODLAND HILLS	103,084	129,382	26,298	25.51%
CHATSWORTH-PORTER RANCH	68,656	76,874	8,218	11.97%
NORTHRIDGE	20,832	24,518	3,686	17.69%
RESEDA-WEST VAN NUYS	44,535	51,127	6,592	14.80%
ENCINO-TARZANA	50,761	60,998	10,237	20.17%
SUNLAND-TUJUNGA	10,041	11,968	1,927	19.19%
WESTWOOD	62,147	72,116	9,969	16.04%
WEST LA	85,931	110,479	24,548	28.57%
PALMS-MAR VISTA-DEL REY	34,814	40,104	5,290	15.20%
VENICE	14,327	16,575	2,248	15.69%
WESTCHESTER-PLAYA DEL REY	61,325	74,674	13,349	21.77%
BRENTWOOD-PACIFIC PALISADES	23,910	28,458	4,548	19.02%
BEL AIR-BEVERLY CREST	5,578	6,768	1,190	21.33%
WILMINGTON-HARBOR CITY	26,433	33,507	7,074	26.76%
SAN PEDRO	26,923	35,290	8,367	31.08%
HARBOR GATEWAY	21,028	26,497	5,469	26.01%
CITYWIDE TOTAL	1,902,057	2,291,481	389,424	20.47%

SOURCE:

CITYWIDE GENERAL PLAN FRAMEWORK-SOCIOECONOMIC IMPACT ASSESSMENT REPORT, JANUARY 18, 1995

TABLE 4
TOTAL REGISTERED VEHICLES 1990

COMMUNITY PLAN AREAS	TOTAL CARS	% TO TOTAL CARS	AVE CARS/ HH
CENTRAL CITY	3,731	0.20%	0.41
SOUTHEAST LA	66,597	3.62%	1.13
SOUTH CENTRAL LA	91,539	4.97%	1.21
WEST ADAMS-BALDWIN HILLS-LEIMERT PARK	81,496	4.43%	1.31
WESTLAKE	24,448	1.33%	0.77
BOYLE HEIGHTS	31,949	1.74%	1.42
HOLLYWOOD	108,808	5.91%	1.19
WILSHIRE	125,203	6.80%	1.17
SILVERLAKE-ECHO PARK	36,525	1.98%	1.38
NORTHEAST LOS ANGELES	108,388	5.89%	1.58
N&E CENTRAL CITY	3,821	0.21%	0.94
NORTH HOLLYWOOD	72,966	3.96%	1.52
WILMINGTON-HARBOR CITY	35,735	1.94%	1.66
SAN PEDRO	42,938	2.33%	1.58
MISSION HILLS-PANORAMA CITY-NORTH HILLS	59,180	3.21%	1.73
VAN NUYS-NORTH SHERMAN OAKS	81,567	4.43%	1.51
VENICE	27,642	1.50%	1.43
HARBOR GATEWAY	19,405	1.05%	1.76
ARLETA-PACOIMA	39,966	2.17%	1.99
SUN VALLEY	41,826	2.27%	1.94
RESEDA-WEST VAN NUYS	57,956	3.15%	1.81
PALMS-MAR VISTA-DEL REY	71,527	3.89%	1.56
SUNLAND-TUJUNGA	37,820	2.05%	2.03
WEST LA	49,932	2.71%	1.50
SYLMAR	35,921	1.95%	2.09
GRANADA HILLS-KNOLLWOOD	40,776	2.21%	2.16
WESTWOOD	25,812	1.40%	1.52
ENCINO-TARZANA	52,467	2.85%	1.87
SHERMAN OAKS-STUDIO CITY-TOLUCA LAKE	52,959	2.88%	1.49
NORTHRIDGE	40,988	2.23%	1.99
CANOGA PARK-WINNETKA-WOODLAND HILLS	111,541	6.06%	2.00
WESTCHESTER-PLAYA DEL REY	36,132	1.96%	1.77
BRENTWOOD-PACIFIC PALISADES	45,856	2.49%	1.87
CHATSWORTH-PORTER RANCH	59,720	3.24%	2.09
BEL AIR-BEVERLY CREST	17,845	0.97%	2.24
CITYWIDE TOTAL/AVERAGE	1,840,982	100.00%	1.51

SOURCE:

CITYWIDE GENERAL PLAN FRAMEWORK-TRANSIT STRATEGIES:REPORT VI.20, JANUARY 16, 1995
based on Department of Motor Vehicle reports.

Daily and Peak Hour Vehicle Trips

Peak periods generally extend from 6:00 a.m. to 9:00 a.m., and from 3:00 p.m. to 6:00 p.m. on weekdays. The remaining hours of the day are considered "off-peak" periods. The single hour of most intense traffic circulation occurs between 5:00 and 6:00 p.m. on weekdays. The City's surface street network accommodates almost 42 million vehicle miles daily⁴.

Based on the Framework Travel Demand Forecasting model⁵, which was constructed to represent traffic conditions for the year 1990 on freeways, Major Highways, and Secondary Highways, it is estimated that commuters traveled 5.3 million vehicle miles in approximately 193,000 vehicle hours in the evening peak hours. Average freeway speeds were 35 miles per hour (m.p.h.) and average arterial speeds were 23 m.p.h. in the evening peak hours. Approximately 40% of peak hour travel occurs in congested conditions (level of service E or F).

There are over 24 million trip ends generated in the City daily. This accounts for over 40% of the County's daily trip ends and over 25% of the regional total (**Table 5**). Almost 1.6 million vehicle trip ends occur during the PM peak hours. Of the PM peak hour trip ends, about 27.5 % or 425,000 trips have the opposite end of the trip outside the City. About one-fourth of the PM Peak hour trips stay within the community plan area from which it originates. Over 47% of the PM peak hour trips end in other communities within the City (**Table 6**).

In 1990, home-to-work trips comprised a relatively small percentage of the total trip purposes conducted in Los Angeles throughout the day, representing less than 20 percent of all daily person trips. During the PM peak period, however, the work trip proportion increased and comprised roughly one-third. Home-to-work trips during the AM peak period in 1990 constituted approximately one-half of all person trips. All trip types in Los Angeles were conducted primarily by automobile in 1990, including 87 percent of all home-to-work trips and 97 percent of all other trips.

According to the 1990 Nationwide Personal Transportation Survey, 52 percent of the trips conducted during the combined AM and PM peak periods in Southern California in 1990 were generally for four non-work trip purposes: family and personal business; school and church; shopping; and social/recreational purposes. These same categories of trips made up 71 percent of the off-peak trip purposes and 68 percent of all daily travel. Additionally, these trip purposes primarily were conducted by automobile. For example, 93 percent of family and personal business trips; 89 percent of all shopping trips; 82 percent of social and recreational trips; and 66 percent of school and church trips were conducted by automobile. The automobile was used predominantly for all trips regardless of the trip length and purpose.

⁴ California Department of Transportation, Transportation System Information Program, Office of Travel Forecasting & Analysis, Highway Inventory & Performance Branch-Report CON001-6D -1994.

⁵ A more informative discussion of the Citywide General Plan Framework model follows later in this chapter. Technical details of the model are described in Citywide General Plan Framework Modeling and Data Consistency Analysis- Report III.21, April 14, 1994.

TABLE 5
POPULATION, EMPLOYMENT AND TRIP GENERATION 1990

AREA	POPULATION	EMPLOYMENT	DAILY PERSON TRIP ENDS	PM PEAK HOUR TRIP ENDS
CITY OF LOS ANGELES	3,485,000	1,902,000	24,429,095	1,552,474
COUNTY OF LOS ANGELES	8,860,000	4,610,000	60,862,906	3,970,254
REGION	13,960,000	6,830,000	97,665,376	6,408,626
CITY OF LOS ANGELES % OF:				
COUNTY	39.33%	41.26%	40.14%	39.10%
REGION	24.96%	27.85%	25.01%	24.22%

SOURCE:

CITY OF LOS ANGELES GENERAL PLAN FRAMEWORK - BASE YEAR TRAFFIC CONDITIONS AND TRIP PATTERNS:REPORT II.24,

TABLE 6

1990 TRIP DISTRIBUTION BY COMMUNITY PLAN AREA AND DESTINATION

COMMUNITY PLAN AREAS	TOTAL INTRA-CPA TRIPS	PERCENT INTRA-CPA TRIPS	TOTAL INTER-CPA TRIPS	PERCENT INTER-CPA TRIPS	TOTAL REGIONAL TRIPS	PERCENT REGIONAL TRIPS	TOTAL CPA TRIPENDS	PERCENT TO CITY- WIDE TOTAL
NORTHEAST LOS ANGELES	22,106	27.36%	22,204	27.49%	36,475	45.15%	80,785	5.20%
BOYLE HEIGHTS	4,308	13.21%	13,528	41.49%	14,767	45.29%	32,603	2.10%
SOUTHEAST LA	14,669	19.57%	29,007	38.69%	31,289	41.74%	74,965	4.83%
WEST ADAMS-BALDWIN HILLS-LEIMERT PARK	11,830	19.93%	30,060	50.63%	17,480	29.44%	59,370	3.82%
SOUTH CENTRAL LA	15,909	21.15%	36,113	48.02%	23,186	30.83%	75,208	4.84%
WILSHIRE	30,654	27.46%	55,524	49.74%	25,440	22.79%	111,618	7.19%
HOLLYWOOD	29,546	32.44%	39,697	43.58%	21,841	23.98%	91,084	5.87%
SILVERLAKE-ECHO PARK	2,766	11.23%	15,361	62.36%	6,507	26.41%	24,634	1.59%
WESTLAKE	3,568	10.58%	22,698	67.34%	7,443	22.08%	33,709	2.17%
CENTRAL CITY	8,747	15.12%	31,621	54.65%	17,492	30.23%	57,860	3.73%
N&E CENTRAL CITY	526	3.46%	9,224	60.75%	5,434	35.79%	15,184	0.98%
SHERMAN OAKS-STUDIO CITY-TOLUCA LAKE	12,567	23.35%	30,723	57.09%	10,525	19.56%	53,815	3.47%
NORTH HOLLYWOOD	12,370	23.55%	28,424	54.12%	11,729	22.33%	52,523	3.38%
ARLETA-PACOIMA	5,118	18.89%	16,564	61.14%	5,411	19.97%	27,093	1.75%
VAN NUYS-NORTH SHERMAN OAKS	19,031	28.23%	40,615	60.24%	7,778	11.54%	67,424	4.34%
MISSION HILLS-PANORAMA CITY-NORTH HILLS	8,257	21.01%	26,089	66.37%	4,962	12.62%	39,308	2.53%
SUN VALLEY	6,609	19.77%	18,193	54.44%	8,619	25.79%	33,421	2.15%
SYLMAR	6,327	29.59%	9,404	43.98%	5,652	26.43%	21,383	1.38%
GRANADA HILLS-KNOLLWOOD	5,827	22.34%	16,279	62.41%	3,980	15.26%	26,086	1.68%
CANOGA PARK-WINNETKA-WOODLAND HILLS	49,391	55.19%	30,048	33.57%	10,059	11.24%	89,498	5.76%
CHATSWORTH-PORTER RANCH	16,610	33.06%	27,338	54.42%	6,291	12.52%	50,239	3.24%
NORTHRIDGE	5,443	18.97%	20,606	71.80%	2,649	9.23%	28,698	1.85%
RESEDA-WEST VAN NUYS	8,647	20.95%	29,160	70.64%	3,473	8.41%	41,280	2.66%
ENCINO-TARZANA	12,646	29.12%	25,416	58.53%	5,360	12.34%	43,422	2.80%
SUNLAND-TUJUNGA	7,527	37.19%	6,447	31.86%	6,263	30.95%	20,237	1.30%
WESTWOOD	6,615	20.82%	16,019	50.41%	9,142	28.77%	31,776	2.05%
WEST LA	9,983	18.46%	25,625	47.39%	18,462	34.14%	54,070	3.48%
PALMS-MAR VISTA-DEL REY	7,403	16.94%	19,810	45.33%	16,491	37.73%	43,704	2.82%
VENICE	3,980	19.30%	7,759	37.63%	8,882	43.07%	20,621	1.33%
WESTCHESTER-PLAYA DEL REY	8,182	22.51%	9,566	26.32%	18,600	51.17%	36,348	2.34%
BRENTWOOD-PACIFIC PALISADES	7,809	26.28%	11,017	37.08%	10,885	36.64%	29,711	1.91%
BEL AIR-BEVERLY CREST	1,012	9.53%	6,936	65.32%	2,670	25.15%	10,618	0.68%
WILMINGTON-HARBOR CITY	6,295	22.36%	4,831	17.16%	17,031	60.49%	28,157	1.81%
SAN PEDRO	12,812	44.05%	4,451	15.30%	11,822	40.65%	29,085	1.87%
HARBOR GATEWAY	1,294	7.64%	2,964	17.50%	12,679	74.86%	16,937	1.09%
CITYWIDE TOTAL/AVERAGE	386,384	24.89%	739,321	47.62%	426,769	27.49%	1,552,474	100.00%

SOURCE:

CITYWIDE GENERAL PLAN FRAMEWORK-BASE YEAR TRAFFIC CONDITIONS AND TRIP PATTERNS:REPORT III.24, APRIL 26, 1994

EXISTING TRANSPORTATION FACILITIES AND PROGRAMS

Highways and Freeways

The City has five general categories of roadway classifications: major highway-Class I (126 ft. right-of-way), major highway-Class II (104 ft. right-of-way), secondary highway (90 ft. right-of-way), collector (64 ft. right-of-way) and local street (60 ft. right-of-way). Collector and local streets in designated Hillside Areas have modified standards as to width. Major highways generally provide four to eight lanes of travel and have access to intersecting freeways. Secondary highways typically have four travel lanes, and collector streets provide two travel lanes, as do local streets. A significant proportion of the streets in the City are not fully dedicated and/or improved to the designated standard.

The City of Los Angeles had a total of 6,493.2 street miles in 1994. The majority of the City's street system or 4,288.3 street miles (66%) are local streets. Almost 16% or 1,029.2 street miles are major highways and 5.98% or 388.5 street miles are secondary highways. Less than 1% of the City's street network is unpaved (**Table 7**). In 1994, the City had a total of 181.425 miles or 1,454.777 lane miles of freeways within its boundaries. This accounts for over 33% of the total freeway miles in Los Angeles County (**Table 8**).

High Occupancy Vehicle Lanes

High occupancy vehicle (HOV) lanes encourage carpooling by enabling carpoolers to travel in separate lanes, usually at higher speeds than mixed-flow traffic. The California Department of Transportation (Caltrans) is responsible for development of HOV facilities on freeways. Cities are responsible for local HOV lanes. The City is currently investigating the feasibility of establishing HOV lanes in selected locations. Caltrans has constructed a transitway along the Harbor Freeway (I-110) as well as HOV lanes on several other freeways, in addition to maintaining HOV facilities within or near the City of Los Angeles.

Park n Ride Lots

Park and ride lots offer a convenient way for commuters to congregate in a common area in order to carpool/vanpool or to use transit, typically helping commuters with longer distance journeys to and from work. As of 1995, nearly 150 park n' ride lots were operating within Los Angeles County (30 within City boundaries). Most of these were managed and/or owned by Caltrans, LACMTA or Metrolink. LADOT participated in the operation of seven lots, offering commuter bus service from these lots to Downtown Los Angeles.

Bikeways

The City first adopted a Bicycle Plan in 1977. As of 1995 nearly 90 miles of Class II (bike lane) facilities have been striped on City streets, and there are approximately 45 miles of Class I (bike path) facilities constructed - primarily along the beach, flood channels and in City parks. There are also approximately 160 miles of Class III (shared lane) facilities indicated on City streets. Despite this significant mileage, a viable network of interconnected bikeways does not yet exist in the City, with the exception of certain areas of the San Fernando Valley.

Transportation System Management (TSM)

Section 164.1 of the California Streets and Highways Code defines Transportation System Management (TSM) projects as "those projects designed to increase the number of person-trips

TABLE 7
TOTAL SURFACE STREET MILES BY CLASS

BY FUNCTIONAL CLASS	TOTAL STREET MILES	PERCENT
MAJOR HIGHWAY	1029.2	15.85%
SECONDARY HIGHWAY	388.5	5.98%
COLLECTOR	787.2	12.12%
LOCAL	4288.3	66.04%
TOTAL	6493.2	100.00%
CITY STREET MILES		
PAVED	6433.8	99.09%
UNPAVED	59.4	0.91%
TOTAL	6493.2	100.00%

SOURCE:

CITY OF LOS ANGELES ROADWAY CHARACTERISTICS - STATISTICAL REPORT
LADOT- DATA SYSTEMS DIVISION, MARCH 17, 1994

TABLE 8
1994 FREEWAY MILES

JURISDICTION	TOTAL STREET MILES	TOTAL LANE MILES
LOS ANGELES COUNTY	542.385	4,305.582
LOS ANGELES CITY	181.425	1,454.777
CITY AS PERCENT OF COUNTY	33.45%	33.79%

SOURCE:

CALIFORNIA DEPARTMENT OF TRANSPORTATION, 1994

which can be carried on the roadway system in a peak period without significantly increasing the designed capacity of the highway system when measured by the number of vehicle trips and without increasing the number of through traffic lanes." TSM is an engineering tool which utilizes a combination of traffic engineering measures and traffic operation control procedures to provide quick relief from traffic congestion. The TSM strategy can also be described as the efficient application of construction, operational, and institutional actions which produce the most productive and cost-effective use of existing transportation facilities and services. The basic components of TSM strategies can be categorized as supply-side actions which focus on better use of the existing infrastructure.

The City's Automated Traffic Surveillance and Control (ATSAC) system and Smart corridors are examples of its TSM efforts. In 1984 ATSAC was installed in a four square mile area around the Los Angeles Coliseum and tested during the Summer Olympics. The initial installation consisted of 118 signalized intersections and 396 detectors. Currently, the system is now operational in the Westside, Central City and portions of the San Fernando Valley. Approximately 2,000 out of the 4,000 scheduled intersections have ATSAC installations. Similarly, the City's Smart Corridor project operates within the boundaries of Western Avenue, Soto Street, Adams Boulevard and Olympic Boulevard, including the Santa Monica Freeway (Fwy 10).

Transportation Demand Management (TDM)

Transportation Demand Management (TDM) strategies are intended to reduce the demand for highway facilities by changing individual travel behavior. TDM provides alternatives to single occupant vehicles (SOVs) and peak hour travel, with the goal of increasing average vehicle occupancy/ridership vehicle substitution and/or trip elimination.

In 1988, the Southern California Air Quality Management District (AQMD) instituted Regulation XV that required enterprises with 100 or more employees to adopt trip reduction programs. The regulation required each employer to institute a trip reduction program that would achieve an Average Vehicle Ridership (AVR) of 1.75 in Downtown Los Angeles, 1.5 in the remainder of urbanized areas, and 1.3 in rural parts of the AQMD. AVR measures the extent to which commuters use public transit, car pooling, and other multiple-occupant-vehicle modes of transportation. The 1990 AVR for the City of Los Angeles was 1.31.⁶ Regulation XV was repealed in December, 1995. AQMD Rule 2202 which replaced Regulation XV provides options for employers to either continue trip reduction programs or reduce mobile source emissions through other strategies. As of January 1, 1997 Rule 2202 applies only to enterprises with 250 or more employees.

Since 1985, the City has adopted several Transportation Specific Plans, including the Coastal Transportation Corridor, Central City West, Ventura/Cahuenga Corridor, and Westwood/West Los Angeles specific plans. These plans emphasize the role of TDM for reducing traffic. In addition to trip reduction programs, these plans include such provisions as a phased reduction of parking requirements, provisions for remote parking and park-and-ride lots, and trip fee credits for measurable implementation of TDM actions.

⁶ AVR is calculated by dividing the number of employees who arrive at a site between 6 a.m. and 10 a.m. by the number of vehicles arriving and parking at the same site within the same time period. A number greater than 1.00 indicates that people are arriving at the worksite by alternative modes (e.g., transit, car pooling, vanpooling, bicycling, walking).

The City Department of Transportation (LADOT) "Traffic Study Policies and Procedures" manual, adopted in 1993, contains a substantial section on TDM. This section is designed to encourage developers to create TDM programs that help reduce the number of trips generated by new development.

In 1993, as part of the City's conformance with the Los Angeles County Congestion Management Program (CMP), the City adopted a TDM ordinance. In addition to discouraging single occupancy vehicle trips, the TDM ordinance requires developers to make buildings more conducive to use by pedestrians and transit riders as well as by carpoolers/vanpoolers. It requires strategies such as information kiosks, minimum garage vertical clearances for vanpools, bicycle parking, transit accessible building entrances and safe sidewalks. Specific requirements depend on the size of each development.

Transit

Bus Transit and Paratransit

The transit system is used more often in the City of Los Angeles than in the rest of the region. While the City generates about 25% of regional trips, it accounts for 60% of the region's transit trips. On a daily basis, about 4.6% of all person trips in the City are taken on transit while the rest of the region's transit usage is just over 1%. For home to work trips, 13% of the City's person trips are by transit while only 3% of the person trips outside the City are by transit. During the PM peak hour, 9.4% of person trips in the City are by transit while only 3.4% are by transit in the rest of Los Angeles County. Compared to the region, the rate of transit usage in the City is over two times higher than the region as a whole and almost three times higher than the rest of Los Angeles County (Table 9).

Demographic Measures of Transit Need

Los Angeles is a demographically diverse city. Its residents have a broad spectrum of travel needs. Some communities in the City have higher propensities to use transit and a greater need for transit services than others. A number of measures of transit need have been used in the past, based primarily on demographic data from the 1990 U. S. Census. The following seven demographic indicators were used to measure transit need in this citywide analysis:

- **Income Stratification:** Percent of households below the poverty income level;
- **Automobile Availability:** A combined measure of motor vehicles per household and percentage of households with no motor vehicles;
- **Disabled Persons:** Percent of households with members reporting a disability;
- **Senior Population:** Percent of households with members over the age of 65;
- **Youth:** Percent of households with members under the age of 16 (minimum driving age);
- **Workers Using Transit:** Percent of workers reporting use of public transit;
- **Unemployment:** Percent of unemployed workers in the labor force in 1990.

Table 10 shows how the 35 Community Plan Areas (CPAs) compare relative to these transit need measures. Not all of the mentioned demographic measures are displayed. The ranking presented in the table, however, is based on the complete analysis of all the identified demographic measures. Based on an unweighted average of these measures, the following CPAs have the greatest levels of transit dependency in the City:

TABLE 9
TRANSIT SHARE BY CPA, COUNTY AND REGION
AVERAGE DAILY AND PM PEAK HOUR TRIPS

COMMUNITY PLAN AREAS	AVERAGE DAILY TRIPS			% TRANSIT FOR PM PEAK HOUR
	HOME - WORK	OTHER - WORK	NON- WORK	
NORTHEAST LOS ANGELES	11.10%	2.30%	4.70%	7.40%
BOYLE HEIGHTS	17.20%	2.80%	6.50%	10.20%
SOUTHEAST LA	17.50%	4.20%	8.90%	12.87%
WEST ADAMS-BALDWIN HILLS-LEIMERT PARK	16.50%	3.30%	6.70%	10.70%
SOUTH CENTRAL LA	21.60%	4.10%	8.20%	13.40%
WILSHIRE	22.90%	4.20%	12.10%	17.20%
HOLLYWOOD	17.20%	3.20%	7.50%	11.60%
SILVERLAKE-ECHO PARK	16.30%	3.70%	6.40%	10.50%
WESTLAKE	31.90%	6.30%	16.90%	23.80%
CENTRAL CITY	42.70%	9.50%	39.60%	41.00%
N&E CENTRAL CITY	17.80%	5.50%	15.10%	17.40%
SHERMAN OAKS-STUDIO CITY-TOLUCA LAKE	5.60%	1.00%	2.10%	3.50%
NORTH HOLLYWOOD	7.40%	1.30%	2.90%	4.70%
ARLETA-PACOIMA	4.70%	1.00%	2.00%	3.10%
VAN NUYS-NORTH SHERMAN OAKS	6.30%	1.00%	3.00%	4.40%
MISSION HILLS-PANORAMA CITY-NORTH HILLS	6.70%	1.20%	3.00%	4.60%
SUN VALLEY	4.80%	0.80%	2.40%	3.50%
SYLMAR	1.80%	0.50%	0.90%	1.40%
GRANADA HILLS-KNOLLWOOD	2.70%	0.60%	1.20%	1.80%
CANOGA PARK-WINNETKA-WOODLAND HILLS	3.80%	0.60%	1.90%	2.70%
CHATSWORTH-PORTER RANCH	3.00%	0.40%	1.70%	2.30%
NORTHRIDGE	4.70%	0.90%	2.10%	3.20%
RESEDA-WEST VAN NUYS	4.10%	0.70%	2.00%	3.00%
ENCINO-TARZANA	4.00%	0.60%	1.90%	2.80%
SUNLAND-TUJUNGA	3.30%	0.90%	1.40%	2.20%
WESTWOOD	11.00%	2.00%	8.30%	9.90%
WEST LA	10.30%	1.60%	6.30%	8.30%
PALMS-MAR VISTA-DEL REY	5.90%	1.40%	2.80%	4.20%
VENICE	8.70%	1.80%	4.00%	6.00%
WESTCHESTER-PLAYA DEL REY	7.60%	4.10%	5.10%	7.10%
BRENTWOOD-PACIFIC PALISADES	2.20%	0.70%	1.20%	1.70%
BEL AIR-BEVERLY CREST	0.50%	0.10%	0.20%	0.30%
WILMINGTON-HARBOR CITY	3.90%	0.80%	1.60%	2.60%
SAN PEDRO	3.90%	0.90%	1.70%	2.70%
HARBOR GATEWAY	3.70%	0.60%	1.80%	2.60%
SUB-TOTAL CITY OF LOS ANGELES	13.00%	3.00%	6.40%	9.40%
REST OF LOS ANGELES COUNTY	4.90%	1.10%	2.30%	3.40%
ORANGE COUNTY	2.30%	0.80%	1.00%	1.60%
RIVERSIDE COUNTY	1.10%	0.20%	0.40%	0.70%
SAN BERNARDINO COUNTY	1.90%	0.40%	0.70%	1.20%
VENTURA COUNTY	0.90%	0.20%	0.30%	0.60%
TOTAL (ENTIRE REGION)	5.90%	1.40%	2.70%	4.10%

SOURCE:

CITYWIDE GENERAL PLAN FRAMEWORK-BASE YEAR TRAFFIC CONDITIONS AND TRIP PATTERNS:REPORT III.24, APRIL 26, 1994

TABLE 10
SELECTED TRANSIT NEED INDICATORS BY COMMUNITY PLAN AREA-1990

COMMUNITY PLAN AREAS	CPA RELATIVE RANKING	TOTAL HOUSE- HOLDS	AVE. CAR /HH	HH WITH NO CARS	TOTAL CPA WORKERS WHO USE TRANSIT	% POP BELOW POVERTY	CPA UNEMP. RATE
CENTRAL CITY	1	9,179	0.41	69.62%	27.41%	33.26%	15.77%
SOUTHEAST LA	2	59,146	1.13	31.66%	19.78%	39.08%	17.37%
SOUTH CENTRAL LA	3	75,718	1.21	26.36%	18.41%	30.06%	13.73%
WEST ADAMS-BALDWIN HILLS-LEIMERT PARK	4	62,343	1.31	19.31%	12.57%	20.57%	10.45%
WESTLAKE	5	31,879	0.77	46.17%	39.46%	35.67%	11.76%
BOYLE HEIGHTS	6	22,462	1.42	28.05%	22.28%	29.14%	13.66%
HOLLYWOOD	7	91,709	1.19	21.28%	16.23%	21.24%	9.67%
WILSHIRE	8	106,580	1.17	22.88%	20.15%	20.27%	8.56%
SILVERLAKE-ECHO PARK	9	26,406	1.38	16.73%	17.11%	20.35%	8.36%
NORTHEAST LOS ANGELES	10	68,767	1.58	13.99%	11.94%	19.16%	8.96%
N&E CENTRAL CITY	11	4,071	0.94	37.53%	18.42%	19.42%	8.92%
NORTH HOLLYWOOD	12	48,130	1.52	9.23%	6.38%	15.25%	7.83%
WILMINGTON-HARBOR CITY	13	21,555	1.66	11.46%	5.36%	18.73%	9.43%
SAN PEDRO	14	27,211	1.58	12.24%	3.06%	13.47%	6.95%
MISSION HILLS-PANORAMA CITY-NORTH HILLS	15	34,256	1.73	9.80%	7.52%	15.18%	7.27%
VAN NUYS-NORTH SHERMAN OAKS	16	53,934	1.51	10.20%	12.44%	13.52%	6.83%
VENICE	17	19,279	1.43	11.01%	6.63%	13.34%	6.81%
HARBOR GATEWAY	18	11,014	1.76	8.80%	5.66%	16.73%	7.86%
ARLETA-PACOIMA	19	20,040	1.99	8.68%	4.29%	17.70%	9.43%
SUN VALLEY	20	21,531	1.94	6.69%	5.81%	14.06%	7.70%
RESEDA-WEST VAN NUYS	21	32,106	1.81	7.24%	4.41%	9.26%	5.88%
PALMS-MAR VISTA-DEL REY	22	45,898	1.56	7.60%	5.78%	11.92%	5.14%
SUNLAND-TUJUNGA	23	18,652	2.03	5.29%	2.04%	9.08%	5.31%
WEST LA	24	33,305	1.50	8.78%	5.79%	8.69%	4.17%
SYLMAR	25	17,171	2.09	4.93%	2.60%	10.42%	7.42%
GRANADA HILLS-KNOLLWOOD	26	18,884	2.16	3.21%	1.26%	5.63%	4.65%
WESTWOOD	27	16,967	1.52	8.30%	3.55%	19.09%	4.87%
ENCINO-TARZANA	28	28,110	1.87	6.39%	2.79%	5.98%	4.29%
SHERMAN OAKS-STUDIO CITY-TOLUCA LAKE	29	35,622	1.49	4.85%	4.07%	5.97%	5.99%
NORTHRIDGE	30	20,625	1.99	4.21%	2.24%	9.73%	5.08%
CANOGA PARK-WINNETKA-WOODLAND HILLS	31	55,697	2.00	5.29%	2.24%	6.83%	5.11%
WESTCHESTER-PLAYA DEL REY	32	20,425	1.77	4.76%	2.03%	5.81%	4.36%
BRENTWOOD-PACIFIC PALISADES	33	24,518	1.87	3.83%	1.80%	4.92%	3.56%
CHATSWORTH-PORTER RANCH	34	28,624	2.09	2.87%	1.70%	5.82%	4.15%
BEL AIR-BEVERLY CREST	35	7,958	2.24	1.36%	0.79%	4.45%	2.64%
CITYWIDE TOTAL/AVERAGE		1,219,770	1.51	15.23%	10.68%	18.47%	8.25%

SOURCE:

CITYWIDE GENERAL PLAN FRAMEWORK-TRANSIT STRATEGIES MEMORANDUM: REPORT VI.20 (A), JANUARY 16, 1995

1. Central City
2. Southeast Los Angeles
3. South Central Los Angeles
4. West Adams/Baldwin Hills
5. Westlake

The five CPAs with the most need are located in the central and southern portions of the City. The next five CPAs in rank order of transit dependency are also clustered around Downtown Los Angeles. The planning areas with the lowest composite ranking for transit dependency are Brentwood-Pacific Palisades, Chatsworth-Porter Ranch and Bel Air-Beverly Crest.

Transit Services

There were 119 express or regional bus routes, and two bus pools, in existence in 1992. The MTA is the major transit operator, with approximately 200 bus routes of all types in the study area⁷. Approximately 50 routes in the MTA system are express or hybrid local-express routes connecting regional travel markets. In addition, the Los Angeles Department of Transportation (LADOT) operates eight commuter express lines. Foothill Transit also provides regional express services from northeastern Los Angeles County into the Downtown Los Angeles area. Other operators providing transit services include the Orange County Transportation Authority, Riverside Transit Agency, Omnitrans, Santa Clarita Transit, Gardena Transit, Torrance Transit and Santa Monica Municipal Bus Lines. Other municipal operators such as Culver City operate local community routes in the study area, but have no routes of regional significance to the 18 regional travel corridors.

The transit person-carrying capacity along major regional travel corridors in 1992, for AM Peak-Period, is presented in **Table 11**. The sum of seated and standee capacities of every bus and rail route serving a specific corridor is the transit capacity of a corridor. For every route, the capacity is the product of number of trips in the AM peak hours, number of seats in the bus or train and the load-ratio. The Wilshire Corridor has maximum existing transit capacity with over 7,000 passengers per hour carrying capacity provided by eleven major MTA operated bus routes. The Inner City Crenshaw Corridor between South Los Angeles and Mid-Wilshire / Hollywood has an existing transit capacity of over 3,000 passengers during the peak-hour provided by seven bus routes operated by MTA. The corridor between Southeast Los Angeles and Downtown has an existing peak hour capacity of over 2,700 passengers. Several other corridors have existing capacities of over 2,000 persons per hour. The Santa Monica Freeway Corridor has an existing transit capacity of approximately 2,600 passengers during the peak hours along 12 bus routes. Service on the

⁷The Study Area is described in Technical Memorandum II.52-Existing Transit Services and Patronage, a background report prepared for the Citywide General Plan Framework. The study area covers the whole SCAG region and focused on 18 identified key regional travel corridors. In order to analyze the transit usage between various areas in the City of Los Angeles and its vicinity, the study area is subdivided into 45 Transit Analysis Areas (TAAs). The TAAs have been designed to generally follow the Community Planning Area (CPA) boundaries in the City of Los Angeles and RSA boundaries in other areas of Los Angeles County. Orange County is divided into two corridor oriented zones whereas Ventura, Riverside and San Bernardino were aggregated to County level. The Existing Transit Services and Patronage report analyzes existing transit facilities and capacity in the region as it relates to the said regional travel corridors.

TABLE 11
TRANSIT CORRIDOR CAPACITY UTILIZATION
AM Peak Period 1990

CORRIDORS	ONE WAY TRIPS	TOTAL SEATS	POLICY LOAD RATIO	CAPACITY	TOTAL MAXI- MUM LOAD	ACTUAL LOAD RATIO	OVER CAPACITY (YES/NO)
Santa Clarita-Los Angeles CBD Corridor	38	1,685	1.25	2,113	1,586	0.94	N
Santa Monica-Los Angeles CBD Corridor	48	2,132	1.21	2,589	1,793	0.84	N
Wilshire Corridor	117	5,036	1.44	7,244	6,433	1.28	N
Ventura Corridor	6	261	1.00	261	367	1.41	Y
North Orange County/Downey To Lax/El Segundo	32	1,376	1.43	1,972	1,906	1.39	N
Crenshaw Corridor	49	2,108	1.43	3,025	2,935	1.39	N
Inglewood-Los Angeles	19	813	1.45	1,179	1,152	1.42	N
Southeast LA-Los Angeles CBD	44	1,899	1.43	2,721	2,702	1.42	N
Sunland/La Canada Flintridge-Los Angeles	6	275	1.40	385	256	0.93	N
Van Nuys-Canoga Park	17	742	1.35	1,004	831	1.12	N
San Fernando-Canoga Park	18	780	1.37	1,066	901	1.16	N
Harbor Corridor	21	936	1.00	936	440	0.47	N
Long Beach-Los Angeles CBD Corridor	12	3,327	1.00	3,327	34	0.01	N
Pasadena-Los Angeles CBD Corridor	15	645	1.00	645	660	1.02	Y
Arcadia/Pasadena-Los Angeles CBD	11	485	1.00	485	446	0.92	N
San Bernardino-Los Angeles CBD Corridor	48	2,220	1.00	2,220	897	0.40	N
SR 60/1-10 Corridor	14	619	1.00	619	449	0.73	N
Orange County/Downey to Los Angeles Corridor	29	1,654	1.00	1,654	861	0.52	N

SOURCE:

CITYWIDE GENERAL PLAN FRAMEWORK-EXISTING TRANSIT SERVICES AND PATRONAGE:REPORT II.62, JULY 7, 1993

Santa Monica Freeway is provided by MTA, LADOT and Santa Monica Municipal Bus Lines. Existing transit service on the San Bernardino Freeway is provided predominantly by Foothill Transit as well as by MTA and RTA/Omnitrans. A capacity of approximately 2,200 passengers is available in the San Bernardino Freeway Corridor. The Santa Clarita/Downtown Los Angeles/I-5 Freeway Corridor is also a major transit corridor in the study area. A capacity of approximately 2,100 passengers is available on this corridor on 11 routes, with a majority of routes being operated by MTA.

Although most of the transit system is operated by MTA, the City of Los Angeles has become a major transit operator, serving over 3 million boardings annually in 1995. Originally intended to accommodate the needs of the elderly and handicapped, these City-provided services are being utilized by an increasing number of residents. The LADOT Bureau of Transit Programs operates a Downtown shuttle program known as the Downtown Area Short Hop (DASH) system. DASH-type service is also provided within several other communities, including Watts, Wilmington, Sherman Oaks, Fairfax, Hollywood, Leimert/Slauson, Pueblo del Rio, Park La Brea, Warner Center and Van Nuys/Studio City on more than a dozen routes. LADOT utilizes a substantial number of alternative fuel vehicles (AFV) in its fleet - including compressed natural gas, liquefied natural gas, propane, and electric/co-generator systems.

LADOT has been a pioneer in alternative transportation technologies for transit, developing prototype products in conjunction with the private sector for various services such as smart shuttles. Several other forms of transit that are supported by LADOT are a rubber-tired trolley system, Cityride (a dial-a-ride service), taxicab support programs, the Commuter Express service, and a parking shuttle service in the beach community of Venice during summer weekends. The Cityride program provides transportation for seniors and individuals with disabilities throughout the City of Los Angeles. It is supplemented by a multipurpose center-based paratransit program managed by the City's Department of Aging which also offers door-to-door service for the frail and elderly. The City also sponsors many contract services through a series of grants that amount to approximately \$11 million annually.

Rail Transit

The public transit system also includes a system of rail lines. LACMTA is responsible for the planning, design and implementation of the Metro Rail system. Metro Rail lines include the Red Line, a subway running between the Union Station complex and the intersection of Wilshire Boulevard and Western Avenue. Another Red Line route runs through Hollywood along Vermont Avenue and Hollywood Boulevard into the Cahuenga Pass extending into the San Fernando Valley to the intersection of Lankershim Boulevard and Chandler Boulevard in North Hollywood. This segment is programmed to be fully operational in the year 2000. Phase I of the Metro Red Line reported 1.96 million annual boardings for Fiscal Year 1992-1993 and has increased to 5.05 million and 5.57 million boardings in Fiscal Years 1993-1994 and 1994-1995 respectively.

The Metro Rail Blue Line, a light rail line, has been in operation since 1990. It connects Downtown Los Angeles with Downtown Long Beach. There is a pedestrian connection between this line and the Metro Red Line at the Seventh Street station. The Pasadena extension of the Blue Line is anticipated for completion during the year 2003. The Long Beach Blue Line reported 12.5 million

annual boardings for Fiscal Year 1993-1994 and this rose to 13.8 million boardings in Fiscal Year 1995-1996.

The 20-mile Metro Rail Green Line is a light rail system operating in the median of the Glenn Anderson Freeway (I-105) with a connection to the Long Beach Blue Line. It began operation in 1995 and had a total of 3.75 million annual boardings for Fiscal Year 1995-1996.

By March 1997, it was estimated by LACMTA that the total ridership on the combined Red, Blue and Green lines had exceeded 102,000 daily boardings.

Metrolink opened in October 1992. It is a commuter rail service geared towards home-to-work trips into Downtown Los Angeles from outlying communities such as Pomona, Moorpark, Santa Clarita, Riverside, Orange County and Oceanside. In Fiscal Year 1992- 1993, Metrolink trains served a total of almost 950,000 passengers. The total annual boardings on all Metrolink lines increased to 5.4 million in Fiscal Year 1995-1996. Of this number, an estimated 3.7 million passengers traveled to Downtown Los Angeles. The list of planned, funded and approved transit projects are shown in **Table 12.**

Goods Movement

The Alameda Corridor

The Alameda corridor project will dramatically improve railroad and highway service to the Ports of Los Angeles and Long Beach, the largest port complex in the United States. The project is designed to facilitate port access while mitigating potentially adverse impacts of port growth, such as traffic congestion, delays at rail/highway grade crossings, train noise in residential areas, and air pollution. The Corridor is approximately 20 miles long running between railyards southeast of between Downtown Los Angeles and the ports, and is designed to facilitate port access, consolidate 90 miles of rail lines, and eliminate 200 at grade crossings while mitigating potentially adverse impacts of port growth. It will also provide a critical link in the proposed Southwest Passage "land bridge" between the Los Angeles/Long Beach ports and ports along the Gulf of Mexico.

North of State Route 91, the railroad corridor will be below grade i.e., in a trench about 33 feet deep and 47 feet wide. East-west streets will bridge across this trench. South of Route 91 the tracks will be at-grade and east-west streets will be elevated above both the tracks and Alameda Street. The project will be designed to accommodate future electrification of the rail line.

The highway component involves widening Alameda Street south of Route 91 from four to six lanes. New pavement, signals and left-turn pockets will be installed along the segment of Alameda Street between Route 91 and I-10.

The Alameda Corridor is scheduled to be operational in the year 2002.

TRANSPORTATION SYSTEM ANALYSIS

Travel Demand Model

The travel demand forecast model utilized by LADOT and the City Planning Department simulates Citywide PM peak hour traffic volumes to help evaluate transportation conditions, impacts and

**TABLE 12
FUNDED AND APPROVED RAIL TRANSIT**

TRANSIT CORRIDOR	STATUS	OPENING YEAR
Blue Line to Long Beach	Existing	1990
Metrolink	Existing	1992
--Orange County		
--San Bernardino		
--Riverside		
--Ventura County		
--Santa Clarita		
Red Line - Segment 1 (Union Station to Alvarado)	Existing	1993
Green Line - Norwalk to El Segundo	Existing	1995
Pasadena Blue Line (Union Station to Sierra Madre Villa)	Funded	2003
Red Line - Segment 2 (Wilshire and Alvarado to Wilshire and Western)	Existing	1996
Red Line - Segment 2 (Wilshire and Vermont to Hollywood and Vine)	Existing	1999
Red Line - Segment 3 West (Wilshire and Western to Pico and San Vicente)	Suspended	N/A
Red Line - Segment 3 North (Hollywood and Vine to North Hollywood)	Funded	2000
Red Line - Segment 3 East (Union Station to Indiana Avenue)	Suspended	N/A

*NA - Not Available

SOURCES:

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (June, 1999)

LOS ANGELES TO PASADENA METRO BLUE LINE CONSTRUCTION AUTHORITY (March, 1999)

policies. The model, constructed on EMME/2, is based on the SCAG 1990 regional transportation model. Technical and policy details were coordinated with SCAG to insure consistency between the models and forecasts. The population, employment, housing (single and multi family dwelling units) and number of cars data presented in the preceding pages are the inputs to the transportation model.

As presented in this section of the Transportation Element, the data is a comparison by community plan area (CPA) between what existed in 1990 and the Citywide General Plan Framework socio-economic forecast. The CPA aggregation represents the best comparative summary of the effects of the CGPF and illustrates the source of these impacts. The CPA level was also chosen because it provides a locational characteristic with which residents of the City can identify. The tables presented in this chapter indicate the impacts of projected growth, within and outside a community plan area in summary fashion.

Impacts of Growth

Between 1990 and 2010, the population in Los Angeles is projected to grow by 23.56 percent, housing by 20.47 percent, and employment by 20.47 percent. The projected employment growth is double the anticipated growth under normal market conditions, and represents an aggressive employment development effort on the part of the City. This growth, combined with regional growth outside Los Angeles, would result in a 37.82 percent increase in vehicle travel (**Table 13**).

Impacts on congestion levels were analyzed for each Community Plan Area. **Table 14** shows the 35 Community Plan Areas in Los Angeles. Average freeway speeds would be reduced by as much as one-half. Speeds on arterial streets will also be affected to a lesser extent. Although traffic congestion is expected to increase throughout the City, the level of congestion will not be evenly distributed. Due to substantial projected population growth in the North County, the area of the City with the greatest freeway congestion anticipated in 2010 is in the Community Plan Area of Sylmar. Roughly one-third of all congested vehicle hours Citywide would occur in this one area in 2010. The Granada Hills area, just west of Sylmar, would experience the greatest arterial congestion due to commuters looking for alternative routes on surface streets as freeway speeds decrease. As a consequence, neighborhood and commercial streets will be impacted by the anticipated freeway congestion. The average speeds depicted in Table 14 reflect projections based on the Framework travel demand model and do not take into account implementation of the General Plan Framework Transportation Improvement and Mitigation Program (TIMP).

Most of the increase in travel times would occur whether or not the City continues to grow. Regional growth outside the City, especially in the North County area, will contribute significantly to the City's traffic problems. The 1994 SCAG Regional Comprehensive Plan and Guide indicates that North Los Angeles County will grow by nearly 680,000 people and 170,000 jobs between 1990 and 2010. This growth will result in a substantial amount of economic interaction between North County and the City of Los Angeles. The demand for travel between the two areas will be much greater, resulting in congestion of the freeway corridors and adjacent City streets.

Congested Corridors

Based on CGPF analysis of year 2010 population and employment projections, ten corridors were identified as becoming the most heavily congested areas in the City of Los Angeles. The Congested

TABLE 13

**POPULATION, EMPLOYMENT, HOUSING AND VMT
1990 AND 2010**

	1990	2010 NO GROWTH	2010 MARKET	2010 GPF	2010 GPF WITH TIMP
POPULATION	3,485,399	3,485,399	4,306,564	4,306,564	4,306,564
% CHANGE FROM 1990		0.00%	23.56%	23.56%	23.56%
HOUSING UNITS	1,299,963	1,299,963	1,566,104	1,566,104	1,566,104
% CHANGE FROM 1990		0.00%	20.47%	20.47%	20.47%
EMPLOYMENT	1,902,066	1,902,066	2,099,999	2,291,481	2,291,481
% CHANGE FROM 1990		0.00%	10.41%	20.47%	20.47%
VEHICLE MILES	5,313,557	6,569,898	7,168,558	7,322,887	6,357,268
% CHANGE FROM 1990		23.64%	34.91%	37.82%	19.64%

SOURCE:

LOS ANGELES GENERAL PLAN FRAMEWORK -DRAFT ENVIRONMENTAL IMPACT REPORT-JANUARY 19, 1995

Data is compiled from actual data of Figures T-4 and T-9.

TABLE 14

**SUMMARY OF PM PEAK HOUR AVERAGE SPEEDS
YEAR 2010**

	AVERAGE SPEED (MILES/HOUR)			TOTAL HOURS	HRS OF DELAY	
	FWY	ART	AVERAGE (FWY+ART)		HOURS	PERCENT
Northridge	34	25	26	5,210	523	0.29%
Van Nuys/N. Sherman Oaks	30	23	25	11,733	2,418	1.32%
Reseda/W. Van Nuys	33	24	25	5,425	390	0.21%
SE Los Angeles	27	23	25	14,453	2,927	1.60%
South Central LA	31	22	25	10,894	1,041	0.57%
North Hollywood	29	22	25	10,231	3,712	2.03%
Sun Valley	38	23	29	8,361	1,676	0.92%
Canoga Park/Woodland Hills	30	23	25	13,794	1,733	0.95%
Central City	22	22	22	5,843	862	0.47%
Mission Hills/Sepulveda	11	21	15	14,292	8,860	4.84%
Chatsworth/Porter Ranch	34	22	24	6,701	1,176	0.64%
Westchester/Playa Del Rey	23	22	22	4,709	1,300	0.71%
West Adams/Baldwin Hills	29	20	23	10,340	2,042	1.12%
Westlake	31	20	24	4,985	427	0.23%
Arleta/Pacoima	13	20	15	13,901	9,907	5.41%
Encino/Tarzana	28	21	25	12,042	4,179	2.28%
Palms/Mar Vista	28	20	23	6,017	1,723	0.94%
Wilmington/Harbor City	41	21	25	5,093	119	0.07%
Wilshire	21	18	18	15,363	3,357	1.83%
Central City North	22	18	21	6,378	3,342	1.83%
Sherman Oaks/Studio City	22	19	20	13,004	7,275	3.98%
Westwood	21	18	19	4,957	2,271	1.24%
West Los Angeles	27	19	22	8,996	2,063	1.13%
Venice	NA	19	19	1,680	193	0.11%
Harbor Gateway	31	20	26	6,066	980	0.54%
NE Los Angeles	28	17	22	17,252	7,641	4.18%
Beverly Crest/Bel Air	19	17	19	7,330	5,040	2.75%
San Pedro	39	17	20	3,049	976	0.53%
Boyle Heights	23	17	21	13,486	5,726	3.13%
Hollywood	23	15	19	21,055	10,885	5.95%
Sunland/Tujunga	35	15	23	7,079	2,509	1.37%
Sylmar	3	15	4	62,658	59,969	32.77%
Brentwood/Pacific Palisades	34	13	16	6,433	3,057	1.67%
Silver Lake/Echo Park	23	12	19	13,027	8,888	4.86%
Granada Hills/Knollwood	22	7	12	18,801	13,807	7.55%
Total City	18	19	18	390,638	182,994	2.86%

NA - Not Applicable

SOURCE:

LOS ANGELES GENERAL PLAN FRAMEWORK -CITYWIDE MODEL-JANUARY 19, 1995

Corridor Progress Report (CCPR) completed by the LACMTA in January, 1994 identified eleven highly congested corridors in the County of Los Angeles, most of which were cited in the CGPF analysis. While the CCPR analyzes corridors throughout several jurisdictions within the County, major portions of seven of these overlapping corridors fall within City of Los Angeles boundaries.

The following regional corridors have been identified by LADOT as being among the most heavily congested areas in Los Angeles; they are listed along with three additional corridors identified in the CCPR:

- Corridor 1: Freeway 5/North County Gateway
- Corridor 2: Freeway 101/Cahuenga Pass
- Corridor 3: Freeway 405/Sepulveda Pass
- Corridor 4: Pacific Coast Highway/Pacific Palisades
- Corridor 5: Freeway 210/Newhall Pass
- Corridor 6: Laurel Canyon Blvd. (Sunset Blvd. to Ventura Blvd.)
- Corridor 7: Glendale Boulevard (Freeway 101 to Freeway 2)
- Corridor 8: Beverly Glen Boulevard (Wilshire Blvd. to Ventura Blvd.)
- Corridor 9: Alameda Corridor
- Corridor 10: Wilshire Boulevard (Freeway 110 to Centinela Ave.)
- Corridor 11: Freeways 134/101 (San Fernando Valley, east-west)
- Corridor 12: Freeway 110 (Freeway 101 to Freeway 405)
- Corridor 13: Santa Monica Freeway (Freeway 110 to Freeway 405).

FEDERAL AND STATE MANDATES

Based on the region's non-compliance with air quality regulations, the Federal and State governments have issued certain mandates to be achieved. These mandates require the region and the air basin to reach:

- A 25 percent increase in the Average Vehicle Ridership (AVR) for work commute trips for employers of 100 or more (Source: Section 182 (d)(1)(B) of Title I of Federal Clean Air Act);
- An average commute ridership of 1.5 persons per vehicle by 1999 (Sources: California Clean Air Act; California Health and Safety Code [40920(a) (2), 40920 (c), 40920.5 (a)]; and
- No net growth in vehicle source emissions after 1997 (Sources: California Clean Air Act; California Health and Safety Code [40920(a) (2), 40920 (c)]).

These mandates created by state and federal air quality legislation are subject to periodic review and revision, and are intended to help to reduce air pollution. In order for the region/air basin to meet these mandated thresholds, the City would need to achieve much higher transit ridership. For example, the City would likely need to achieve a peak-hour transit mode split (including rail, bus, shuttles, and other services) of 15.9 percent in order for the region to meet these mandates. The City would also likely need to reduce peak hour vehicle trips by 13 percent beyond what is expected from current trends and policies.

CHAPTER III - ISSUES

The City of Los Angeles, and the Southern California region, face significant challenges in growth accommodation and mobility over the next twenty years. In many respects, it is difficult to distinguish the City's transportation problems from those of the region as a whole. As documented in Chapter II, population and employment are forecast to increase substantially. At the same time, the amount of funding projected to be available during the same twenty years to improve the existing City transportation system is limited. In preparing the Citywide General Plan Framework Element and the Transportation Element, and in facing these challenges, these broad themes emerged:

- sustained mobility/greater accessibility
- economic opportunity
- environmental quality

The following is a summary of key transportation issues which are derived from these broad themes, and which are based on analysis found in the Citywide General Plan Framework technical background reports and in Chapter 8 of the Framework:

- A. The quality of life for every resident of Los Angeles is affected by the ability to access work opportunities and essential services. Transportation policy must ensure that basic accessibility needs are met.
- B. Rail and bus transit improvements, transportation system management, and behavioral change strategies will all be needed to support the Citywide General Plan Framework concept and forecast growth. Significant investments in rail and bus transit, as well as public policies to encourage a shift away from the single-occupant vehicle, are required. Shifts toward new transit services and new technologies must also be incorporated to reduce impacts of vehicle travel.
- C. Transportation planning and programming decisions need to support the economic development/employment development strategy of the Citywide General Plan Framework which focuses growth in designated areas located throughout the City. The Framework and the Land Use/Transportation Policy provide a significant opportunity to reshape the City's urban form and dependence on automobiles.
- D. The Citywide General Plan Framework vision promotes conservation of the existing character of the City's neighborhoods. Conservation of residential neighborhoods requires actions to minimize or prevent intrusion of additional traffic into neighborhoods.
- E. To support all facets of the City's economy, the movement of goods must be efficient and access to major intermodal transfer facilities (such as ports, rail yards and airports) must be adequate.

- The continued vitality of the Port of Los Angeles and the Los Angeles International Airport are essential to the City's overall economic development goals and to the City's intermodal transportation functions.
- F. A comprehensive and long range strategic approach is needed to implement transportation improvements, services, and programs. This strategic approach is critical if the City is to establish appropriate priorities for allocation of funds and implementation of programs.
- G. Revitalization is critically needed in economically depressed areas of the City. The City's transportation system should provide mobility within these areas as well as link residents of these areas with economic opportunities and social services located throughout the City and region. Opportunities for economic development linked to transportation improvements should be fully exploited (e.g. Alameda Corridor).
- H. Recent improvements in air quality must be sustained, and significant further progress achieved in order to meet State and Federal mandates. Further progress will require a regional approach, in which the City must take a lead role. Advanced transportation technology (vehicles, fuels, telecommunications) is critical to success in both air quality improvement efforts and in economic opportunity enhancement.
- I. With the development of the rail transit system, there is an even greater need to preserve, enhance and/or create conditions conducive to pedestrian activity in order to encourage people to walk and shop in areas near their workplaces, transit stops, or residences.

The Citywide General Plan Framework provides the vision of a more liveable and economically strong City for the 21st century. That vision includes an integrated multi-modal transportation system which provides choices and accessibility to everyone living and working in Los Angeles. This Transportation Element incorporates that vision, which is realistic and achievable. It cannot be achieved, however, without difficult decisions and a strong commitment to support the facilities and behavioral changes essential to that vision. Transportation investments and behavior must be adjusted through comprehensive strategies. In the following chapter, this Element sets forth goals, objectives, and policies which: (1) link the broad themes of sustained mobility and greater accessibility, enhanced environmental quality, and economic opportunity; (2) address the issues enumerated in this chapter; and (3) guide the implementation programs set forth in Chapter VII.

CHAPTER IV - GOALS, OBJECTIVES AND POLICIES

The goals, objectives and policies set forth in this Chapter of the Transportation Element establish a citywide strategy to achieve long-term mobility and accessibility within the City of Los Angeles. Programs which implement the policies set forth herein are found in Chapter VII and are referenced by one or more bold-faced "P" numbers noted in parentheses at the conclusion of each policy.

Not all Element policies can be achieved in any given action, and in relation to any specific decision on a proposed project or investment, some Element objectives may be more compelling than others. On a case-by-case basis, taking into consideration factual circumstances, it is up to City decision-makers to decide how to best implement the adopted policies of this Element in any way which best serves the public health, safety, mobility, and general welfare.

The City of Los Angeles Bicycle Plan (Chapter IX of this Element) sets forth an additional goal as well as objectives and policies which supplement the goals, objectives and policies set forth in this chapter. Programs which implement Bicycle Plan policies are found in Section 6 of the Bicycle Plan.

GOAL A

Adequate accessibility to work opportunities and essential services, and acceptable levels of mobility for all those who live, work, travel, or move goods in Los Angeles.

Objective 1

Expand neighborhood transportation services and programs to enhance neighborhood accessibility.

Policies

- 1.1 Establish highway and transit accessibility measures to be used in evaluating the transportation needs of the City's communities. **(P31)**
- 1.2 Initiate DASH or other community-based services in neighborhoods that need and can accommodate such service. **(P3, P16)**
- 1.3 Provide financial support and incentives to students and senior citizens, thereby allowing them to use taxis, transit, paratransit and related services, voucher programs, incentives for recreational trips, and other appropriate methods, contingent on available funding. **(P3, P16, P46)**
- 1.4 Develop innovative new community-based services, where appropriate and feasible, such as Smart Shuttles, to increase accessibility in areas with high transit dependence, to reduce the unit cost of service delivery, and to create entrepreneurial opportunities. **(P3, P16, P25)**
- 1.5 Actively pursue demonstration projects to test the feasibility and effectiveness of new, innovative transit services. **(P25)**

- 1.6 Seek maximum opportunities for entrepreneurial services and other private-sector initiatives when developing community-level accessibility plans. **(P24)**
- 1.7 Provide improved transportation services to support Citywide economic development activities and related economic revitalization initiatives. **(P19, P25)**

Objective 2

Mitigate the impacts of traffic growth, reduce congestion, and improve air quality by implementing a comprehensive program of multi-modal strategies that encompass physical and operational improvements as well as demand management.

Policies

Transportation Demand Management (TDM)

- 2.1 Evaluate the benefits of major transportation projects based on movement of persons and goods, rather than vehicle-movement, and look for opportunities on the arterial system to enhance ridesharing and transit. **(P3)**
- 2.2 Cooperate with regional agencies to establish regionwide Transportation Demand Management (TDM) programs to achieve regional trip reductions and/or increased vehicle occupancy. **(P17, P38)**
- 2.3 Promote the development of transportation facilities and services that encourage transit ridership, increase vehicle occupancy, and improve pedestrian and bicycle access such as:
 - a. Locally-based Transportation Management Organizations (TMOs);
 - b. Enhanced transit services and improved transit safety;
 - c. Merchant incentives;
 - d. Preferential parking;
 - e. Bicycle access and parking facilities; and
 - f. Adequate and appropriate lighting for pedestrian, vehicular, bicycle, and transit uses. **(P17, P38)**
- 2.4 Provide park-and-ride shuttle services to activity centers and special events. **(P3, P17, P38)**
- 2.5 Provide bicycle access in or near mixed use corridors, neighborhood districts, and community centers that affords easy accessibility to many non-work purpose destinations. **(P3, P17)**
- 2.6 Design and implement a public education program to promote ridesharing (including carpooling, vanpooling, and transit). **(P17, P38)**
- 2.7 Encourage businesses to implement telecommuting, flexible work schedules, and teleconferencing programs. **(P17, P34)**

- 2.8 Continue to integrate transit and environmental planning to enhance environmental preservation. (P2, P12, P17, P26, P46)
- 2.9 Expand telecommute programs and encourage the continued growth in telecommunications, thereby providing options to vehicular travel. (P17, P34)
- 2.10 Secure funding and rights-of-way for implementation of the Citywide Bicycle Plan Bikeway System. (P1, P2, P3, P17)
- 2.11 Continue and expand requirements for new development to include bicycle storage and parking facilities, where appropriate. (P8, P17)

Transit

- 2.12 Actively support completion of the LACMTA Baseline rail transit system by 2010. For purposes of this Element, the Baseline system is comprised of the following segments:

Blue Line

7th/Figueroa to Long Beach
Union Station to Sierra Madre Villa (Pasadena)

Red Line

Union Station to Macarthur Park (Wilshire/Alvarado) [MOS 1]
Wilshire/Alvarado to Wilshire/Western [MOS 2]
Wilshire/Vermont to Hollywood/Vine [MOS 2]
Hollywood/Vine to North Hollywood [MOS 3 NORTH]
Union Station to 1st/Lorena [MOS 3 EAST]

Green Line

Norwalk to El Segundo (P16)

- 2.13
 - a. Establish the following priority corridors to commence high capacity transit service prior to year 2010, and develop programs to foster transit ridership along this corridor:
 - (1) San Fernando Valley (North Hollywood to Victory/Canoga, serving Warner Center) (P16)
 - b. Establish the following priority corridors for high capacity transit service post-2010, and develop programs to foster transit ridership along these corridors:
 - (1) Wilshire Corridor (Wilshire/Western to I-405, serving Century City and Westwood)
 - (2) Crenshaw/Prairie Corridor (Wilshire to Hawthorne Blvd. Green Line station/with a possible connecting line to LAX)

- (3) Downtown Connector (San Pedro/Washington Blue Line station to Union Station)
 - (4) Downtown Los Angeles to Exposition Park (Pico/Flower Blue Line station to Exposition/Vermont) **(P16)**
 - c. Establish the following priority corridors for Alternative Rail Technology (ART) or busways utilizing publicly-owned railway rights-of-way:
 - (1) Los Angeles/Glendale/Burbank (Union Station to Burbank Airport)
 - (2) Harbor Subdivision (Slauson Blue Line station to Aviation Green Line station)
 - (3) Exposition Boulevard [Vermont/Exposition to Colorado/17th Street (Santa Monica)]
 - (4) Burbank/Chandler (North Hollywood Red Line Station to Victory/Canoga), as an alternative to subway or light rail. **(P16)**
 - d. Establish the Freeway 405 corridor between Fwy 105 and Fwy 5 as a priority study corridor for high capacity transit (post 2015 project initiation). **(P16)**
- 2.14 Promote the increase of bus service along high-demand routes and corridors in order to reduce bus overcrowding. **(P3, P16, P46)**
 - 2.15 Promote the provision of additional express and local bus service in corridors to be served by the funded rail system, so as to increase transit ridership and prepare for future rail service. **(P16)**
 - 2.16 Promote the expansion of express and local bus service in priority corridors not served by the funded rail system, so as to reduce congestion along congested corridors. **(P16)**
 - 2.17 Initiate shuttle bus programs to serve transit stations and work with the private sector and LACMTA to secure adequate funding. **(P16, P24, P25, P27)**
 - 2.18 Continue transit restructuring studies and other inter-agency efforts to reduce the cost and enhance the effectiveness of transit service, and improve coordination with adjoining jurisdictions in implementation of feasible measures as recommended in the transit restructuring studies; and give full consideration to establish separate transit zones, such as for the San Fernando Valley. **(P16)**
 - 2.19 Develop interactive transit information systems that bring customers more timely, accurate, and complete transit information. **(P16, P17)**

- 2.20 Promote the multi-modal function of transit centers (bus and rail) through improved station design and management of curb lanes to facilitate transfers between modes (e.g. rail to bus or shuttle or taxi). **(P2, P3, P12)**
- 2.21 Identify and develop transit priority streets which serve regional centers, major economic activity areas and rail stations to enhance the speed, quality and safety of transit service. **(P1, P16, Chapter V-B.)**

Transportation Systems Management (TSM) and Parking

- 2.22 Establish priority corridors for Transportation System Management (TSM) improvements, including Automated Traffic Surveillance and Control (ATSAC) systems, Smart Corridors, and other strategies. **(P18)**
- 2.23 Identify the appropriate locations, standards, and implementation methods for the establishment of demonstration projects for high-occupancy vehicle (HOV) arterials and implement them as rights-of-way become available. **(P18)**
- 2.24 Implement shared-parking, peripheral parking, and parking-pricing strategies in high-employment areas. **(P20)** [See also Policies 3.10 and 3.14]
- 2.25 Coordinate parking management policies with other transportation strategies (such as transit and TDM). **(P17, P20, P38)**
- 2.26 Maximize arterial street peak hour capacity through removal of curb parking during peak hours where such removal creates an additional travel and/or bus lane. **(P18, P20)**
- 2.27 Discourage the vacation and/or closure of public alleys which service properties fronting on major or secondary highways. **(P12, P29, P30)**

Highway Infrastructure

- 2.28 Establish priority corridors for arterial street capital improvements. **(P15, P19)**
- 2.29 Consider highway infrastructure investments primarily along severely congested corridors. **(P19)**
- 2.30 Work with SCCRA as well as with freight rail operators to eliminate rail/highway at-grade crossings on regional passenger rail and freight lines. **(P19)**
- 2.31
 - a. Promote freeway investments (including the Route 126 corridor and the Santa Clarita by-pass), HOV, transit, shuttle, and other transportation strategies and investments along the Fwy 5 and Fwy 405 corridors, which connect the City with North Los Angeles County, so as to reduce potential future congestion. **(P19)**

- b. Promote full consideration of jobs/housing balance issues by North Los Angeles County jurisdictions and the Los Angeles County Board of Supervisors in their general plan preparation and project review processes. (P45)
- 2.32 Work with Caltrans to implement its Freeway HOV Program and HOV System Integration Plan, and support timely completion of HOV projects on the I-5 and the I-405 freeways within Los Angeles County. (P19, P39)
- 2.33 Continue incremental completion of the Highways and Freeways system, as shown in Maps A1 and A2-A6, and as may be periodically modified by the designation of pedestrian priority street segments and transit priority streets. (P1, P15, P19)
- 2.34 Consider the construction of new highway segments and strategic roadway widening only after the implementation of appropriate Demand Management and System Management measures. (P2, P3, P19, P29, P30)

Advanced Transportation Technology

- 2.35 Actively support Intelligent Transportation System technology relating to traveler information and the management of transportation systems, such as smart highways and smart vehicles; and focus smart corridor implementation on HOV freeway segments. (P18)
- 2.36 Actively support reasonable mandates for zero-emission vehicle (ZEV) production and market penetration and as well as provide adequate support facilities where feasible. (P11, P16, P24, P43, P46)
- 2.37 Actively support reasonable mandates for alternative fuel vehicle (AFV i.e. low emission vehicles) production and market penetration. (P16, P24, P43, P46)

Objective 3

Support development in regional centers, community centers, major economic activity areas and along mixed-use boulevards as designated in the Community Plans.

Policies

- 3.1 Streamline the traffic analysis and mitigation procedures for development applications. (P28)
- 3.2 Develop flexible standards and criteria for the assessment of significant transportation impacts within regional centers, community centers and major economic activity areas as well as along mixed-use boulevards, so long as the impacts to any nearby lower density residential areas are not significant or are minimized. (P3, P12, P28)

- 3.3 Encourage the use of the Los Angeles County Congestion Management Program Toolbox trip reduction assumptions in calculating and mitigating transportation impacts for development applications for projects to be located in regional centers, major economic activity areas, community centers or along mixed use boulevards. **(P3; P28)**
- 3.4 Establish efficient and straightforward procedures for developing and amending Transportation Improvement and Mitigation Programs and for conducting other traffic impact studies. **(P2, P3, P28)**
- 3.5 Encourage and seek the formation of public/private partnerships when developing centers and districts and provide appropriate transportation facilities and/or related programs, to the maximum extent feasible. **(P3, P24, P25, P27)**
- 3.6 Encourage private sector interests to initiate the development of Local Accessibility Plans for centers and districts. **(P3, P25)**
- 3.7 Promote the development of transit alignments and station locations which maximize transit service to activity centers and which permit the concentration of development around transit stations as illustrated in Figure 3. **(P1, P16)**
- 3.8 Promote the provision of shuttles and other services that increase access to and within regional centers and major economic activity areas to encourage growth there and to mitigate the traffic impacts of that growth. **(P16, P27)**
- 3.9 Establish programs that monitor community and regional centers to determine the need for centralized parking and provide for its implementation where appropriate. **(P20, P32)**
- 3.10 Develop new and/or refined parking policy procedures for designated centers and districts. **(P3, P8, P20, P28)**
- 3.11 Develop programs for new development to implement both transportation improvements and demand reduction programs which mitigate the circulation impacts attributable to new development in accordance with State nexus legislation and judicial findings. **(P2, P3, P28)**
- 3.12 Promote the enhancement of transit access to neighborhood districts, community and regional centers, and mixed-use boulevards. **(P16)**
- 3.13 Enhance pedestrian circulation in neighborhood districts, community centers, and appropriate locations in regional centers and along mixed-use boulevards; promote direct pedestrian linkages between transit portals/platforms and adjacent commercial development through facilities orientation and design. **(P3, P6, P10, P13, P14, P21)**
- 3.14 Promote the provision of shared-parking facilities in appropriate centers and districts. **(P3, P20)**

- 3.15 Enhance bicycle access to neighborhood districts, community centers, and appropriate locations in regional centers and mixed-use boulevards. (P2, P3, P17)
- 3.16 Promote implementation of the Land Use/Transportation Policy as adopted by City Council and endorsed by the LACMTA Board (attached as Appendix F) which encourages economic development in proximity to transit centers. (P1, P3, P8, P9, P10, P14)

Objective 4

Preserve the existing character of lower density residential areas and maintain pedestrian-oriented environments where appropriate.

Policies

- 4.1 Seek to eliminate or minimize the intrusion of traffic generated by new regional or local development into residential neighborhoods while preserving an adequate collector street system. (P2, P12, P18)
- 4.2 Incorporate traffic management measures to control traffic speeds and volumes on local and collector streets within low density residential neighborhoods to assure safe and orderly traffic flow. Traffic management measures for such local streets may include partial closures and/or traffic diverters. (P12, P18)
- 4.3 Seek to provide access patterns and circulation improvements that preserve the existing character of neighborhood retail areas. (P1, P12)
- 4.4 Identify pedestrian priority street segments (through amendments to the Community Plans) in which pedestrian circulation takes precedence over vehicle circulation, and implement guidelines to develop, protect, and foster the pedestrian-oriented nature of these areas. (P1, P3, P6, P14, P21, P37)
- 4.5 Consider traffic impacts on pedestrian-priority street segments and find mitigation measures which do not restrict pedestrian circulation in these areas. (P2, P3)
- 4.6 Consider the cultural aspects as well as the safety functions of existing street lighting when determining whether to refurbish or replace existing street lighting equipment. (P6)
- 4.7 Utilize the “Guide to Decisions on Public Rights-of Way” included as Attachment B of the Land Use/ Transportation Policy (attached as Appendix F) in analyzing any proposed street widening which could result in narrowing of sidewalks. (P28, P29, P30)

Objective 5

Provide for the efficient movement of goods and for adequate access to intermodal facilities.



Figure 3

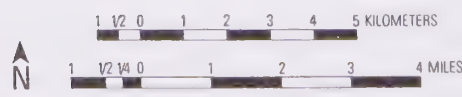
Transportation Element of the General Plan

Transit Systems Linked to Urban Form

In the City of Los Angeles

-  Rail Lines
-  Transit Priority Streets
-  ART/Busways (on publicly-owned right-of-way)
-  Study Corridor (post-2015 project initiation)
-  LAX, Van Nuys Airport, Port of Los Angeles
-  Downtown Center
-  Regional Centers

NOTE: This map is a generalized illustration. Chapter V includes more detailed mapping of transit lines/corridors and transit priority streets.



Policies

- 5.1 Actively support and seek continued funding for projects such as the Alameda Corridor, in cooperation with other local jurisdictions and the regional agencies in Southern California. **(P15, P19, P40)**
- 5.2 Work collaboratively with other public agencies to develop a modern intermodal freight facility at the northern terminus of the Alameda Corridor. **(P44)**
- 5.3 Actively support transportation projects which serve industrially designated districts. **(P15, P19, P40)**
- 5.4 Establish master plans, including ground access plans, to guide future development of Los Angeles International Airport, Van Nuys Airport, Palmdale Regional Airport, and Ontario International Airport, taking into account impacts on surrounding communities. **(P4, P5, P33)**
- 5.5 Support expansion of capacity at all major regional airports in order to accommodate anticipated freight volumes, taking into account impacts on surrounding communities. **(P5,P48)**
- 5.6 Actively support the continued growth of the Port of Los Angeles, consistent with adopted plans and taking into account impacts on surrounding communities. **(P4, P33)**
- 5.7 Continue to expand the role of Union Station as the major regional hub for Amtrak, Metrolink, Metrorail, and high-speed rail service. **(P1, P3, P16)**
- 5.8 Encourage the development and siting of pipelines only within suitable utility corridors or public rights-of-way in such a manner as to least disrupt sensitive environments, to protect public health, ground water quality, and to improve the safety and reliability of the system. **(P45)**
- 5.9 Improve access and mobility within established industrial areas through designation of industrial collector streets and improvement of those streets to industrial collector standards. **(P1, P3)**
- 5.10 Require off-street dock and/or loading facilities for all new non-residential buildings and for existing non-residential buildings undergoing extensive renovations and/or expansion, whenever practicable. **(P3, P8, P12)**
- 5.11 Encourage the expansion of on-street loading areas through removal of curb parking in established industrial areas where off-street loading facilities are lacking. **(P20)**
- 5.12 Coordinate goods movement improvements, especially when designating truck routes, with adjoining jurisdictions. **(P44)**

- 5.13 Support the use by delivery trucks (five tons or less) of High Occupancy Toll (HOT) lanes as part of the Freeway HOV system in the event that HOT lanes are implemented in Caltrans District 7. (P47)

Objective 6

Incorporate available local, state, and federal funding opportunities to provide sufficient financing for transportation improvements and programs.

Policies

- 6.1 Assist in developing a regional transit service financing plan that incorporates local and regional funding opportunities (including Proposition A and C funds) and that is designed to achieve adequate operating funds on an ongoing basis. (P15, P16, P48)
- 6.2 Promote and advocate commitments from regional agencies to obtain long term transit service funding that will provide and maintain adequate levels of transit access. (P15, P16, P48, P51)
- 6.3 Support full funding for the completion of key freight projects, such as the Alameda Corridor, that improve the movement of goods throughout the region and enhance the intermodal interface between truck and rail freight systems. (P15, P33, P49, P51)
- 6.4 Seek changes in federal, state, and regional transportation funding and project implementation policy that will better support the goals and objectives of the Citywide General Plan Framework and this Transportation Element. (P15, P46, P51)
- 6.5 Form strategic partnerships with other jurisdictions, regional agencies, and the private sector to eliminate impediments to the expeditious funding and implementation of major transportation projects. (P44, P49, P51)
- 6.6 Study possible new funding sources for feasibility and effectiveness, including:
- a. fuel taxes, vehicle miles traveled charges, or other user fees;
 - b. sales taxes, bond measures, or other general public financing mechanisms;
 - c. developer fees, assessment districts, or other private sector financing programs;
 - d. Citywide infrastructure fee; and
 - e. public-private partnerships. (P49, P50, P52)
- 6.7 Work collaboratively with other public agencies and the private sector to advocate more state and federal transportation funding which provides greater local flexibility in allocation of funds, such as ISTEA and its reauthorization(s). (P51)
- 6.8 Work with regional agencies to reduce the cost of bus operations and to increase operating revenues. (P16)

- 6.9 Implement procedures to achieve fair-share participation of the private sector in financing transportation improvements. **(P2, P3, P24, P25)**
- 6.10 Encourage participation of small business enterprises in implementing new transportation projects. **(P2, P27)**
- 6.11 Actively seek opportunities for joint development projects which integrate land use and transportation facilities. **(P24, P25)**
- 6.12 Seek the cooperation of all City departments and other agencies to develop innovative transportation solutions. **(P38, P40, P42)**
- 6.13 Achieve a more streamlined regulatory process through cooperative efforts of all City departments. **(P28, P35, P36)**

Objective 7

Provide an ongoing evaluation of transportation programs to determine whether the goals and objectives of the Citywide General Plan Framework and this Element are being met, or if these goals and objectives should be modified to reflect changing circumstances.

Policies

- 7.1 Monitor progress toward the Citywide General Plan Framework and Transportation Element goals and objectives and determine whether they should be revised by maintaining bi-annual statistics on the following:
 - a. Accessibility;
 - b. Vehicle miles traveled/vehicle hours traveled;
 - c. Transit mode split and ridership;
 - d. Congestion Management Program (CMP) network levels of service; and
 - e. Congested Corridor arterial street levels of service. **(P31, P32, Chapt. VIII)**
- 7.2 Monitor the Capital Improvement Program (CIP) annually to determine whether the City's investment strategy is moving toward attainment of Citywide Framework and Transportation Element goals and objectives, and revise the CIP as appropriate. **(P15, P32, P53)**
- 7.3 Assure the fair and equitable treatment of people of all races, cultures, incomes and education levels with respect to the development and implementation of citywide transportation policies and programs, including affirmative efforts to inform and involve environmental groups, especially environmental justice groups, in the planning and monitoring process through notification and two-way communication. **(P1, P15, P16, P32, P46)**

- 7.4 Monitor the investment strategies of regional agencies such as the LACMTA to determine whether they are moving toward attainment of Citywide Framework and Transportation Element goals and objectives, and seek revisions as appropriate. (P16, P38, P46, P53)
- 7.5 Work with LACMTA to amend the County Congestion Management Program (CMP) to incorporate vehicle miles traveled and vehicle hours traveled as measurable standards for CMP effectiveness in addition to the current level-of-service standard. (P38, P46)

GOAL B

A street system maintained in a good to excellent condition adequate to facilitate the movement of those reliant on the system.

Objective 8

Operate a pavement management system designed to provide, on a continuing basis, the status of the maintenance needs of the City's street and bikeways systems.

Policy

- 8.1 Identify streets requiring remedial repair and determine the maintenance techniques required to return those streets to a good to excellent condition and to prolong their useful life. (P12, P13)

Objective 9

Ensure that adequate maintenance of the street system is provided to facilitate the movement of current and future traffic volumes, as well as emergency services.

Policy

- 9.1 Properly manage and improve the City's capability to provide the most effective, efficient, and economical street maintenance and repair. (P22, P23)
- 9.2 Monitor the condition of street lighting equipment and actively seek funding for the construction of new safety lighting where appropriate. (P6, P35)

GOAL C

An integrated system of pedestrian priority street segments, bikeways and scenic highways which strengthens the City's image while also providing access to employment opportunities, essential services and open space.

Objective 10

Make the street system accessible, safe, and convenient for bicycle, pedestrian, and school child travel.

Policies

- 10.1 Implement the updated and revised 1996 City Bicycle Plan, (Chapter IX of this Element). **(P1, P2, P3, P17)**
- 10.2 Continue completion of the Highways and Freeways system utilizing the cross sections presented in Chapter VI of this Element, which provide for wider sidewalks/parkways along arterial streets, and link implementation of streetscape guidelines to street widening projects. **(P10, P15)**
- 10.3 Identify pedestrian priority street segments in Community Plans and implement guidelines to develop, protect, and foster the pedestrian oriented nature of these areas. (cf. Policy 4.3) **(P1, P6, P14, P21, P35)**
- 10.4 Expedite the implementation of the streetscape guidelines and standards set forth in this Transportation Element (Chapter VI-C.) for pedestrian priority and transit priority streets as funding allows. **(P14, P29, P30, P37)**
- 10.5 Ensure that sidewalks along all designated major and secondary highways are maintained at a minimum ten (10)-foot width pending full dedication and improvement of these streets to the standards set forth in this Element. **(P29, P30)**
- 10.6 Consider school child safety as a priority over vehicular movement on all streets regardless of highway classifications. **(P13, P30)**

Objective 11

Preserve and enhance access to scenic resources and regional open space.

Policies

- 11.1 Designate scenic highways and scenic byways which merit special consideration for protection and enhancement of scenic resources. **(P1, Chapter V of this Element)**
- 11.2 Provide for protection and enhancement of views of scenic resources along or visible from designated scenic highways through implementation of guidelines set forth in this Transportation Element (Chapter VI. D) **(P29, P30, P37)**
- 11.3 Consider aesthetics and scenic preservation in the design and maintenance of designated scenic highways and of those scenic byways designated in Community Plans. **(P6, P29, P30, P37, P40)**
- 11.4 Establish Scenic Corridor Plans, where appropriate, which set forth corridor boundaries and development controls in harmony with each corridor's specific scenic character. **(P7)**

CHAPTER V - TRANSPORTATION ELEMENT MAPS

The following maps depict the designated roadway and transportation system of the Transportation Element:

Maps A1-A6	Highways and Freeways
Map B1	Rail/Transit Corridors
Map B2	Transit Priority Arterial Streets
Map C1	Freight Movement/Terminals
Map C2	Oil Pipelines
Map D	Non-motorized Transportation
Map E	Scenic Highways

Note that Chapter IX (City of Los Angeles Bicycle Plan) includes more detailed maps of designated bikeways identified by class.

Highways and Freeways

The following maps depict the designated Highways and Freeways within the City of Los Angeles and constitute the official Highways and Freeways Maps of the General Plan. Collector streets are designated and depicted in the Community Plans, consistent with Transportation Element standards and criteria.

Descriptions and generalized cross sections for each of the highway designations (Major Highway - Class I; Major Highway - Class II; and Secondary Highway) are presented in Chapter VI-A of this Element. Selection and performance criteria for each designation and type (Pedestrian priority; Transit priority; and Standard [vehicle priority]) are presented in Chapter VI-B.

Note that certain Community Plans and Specific Plans have established modified designations and/or standards for some specific highways or highway segments. These are listed in Appendix D of this Element.

Map A1
Map A2-A6

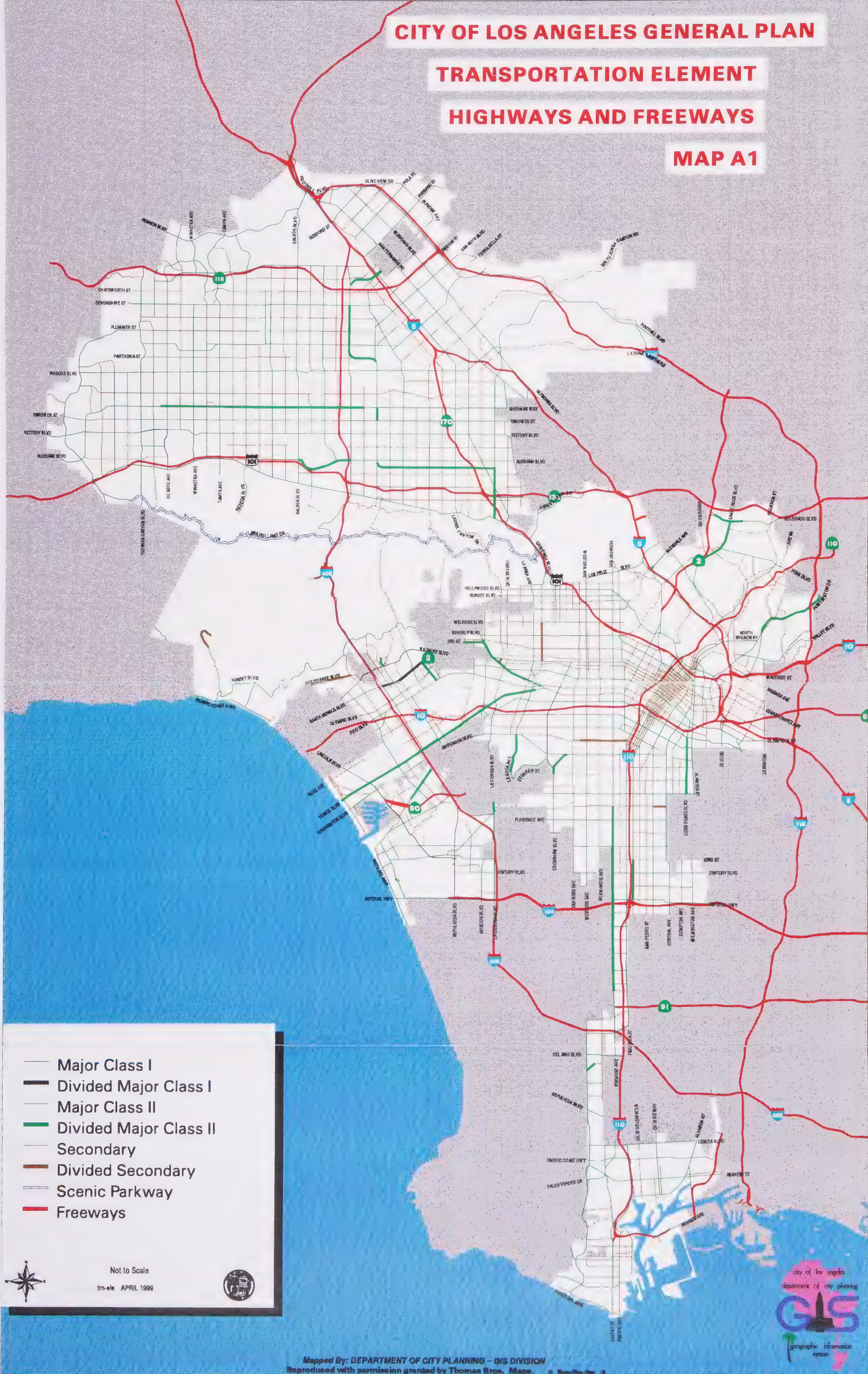
Citywide
by City subarea

CITY OF LOS ANGELES GENERAL PLAN

TRANSPORTATION ELEMENT

HIGHWAYS AND FREEWAYS

MAP A1



CITY OF LOS ANGELES GENERAL PLAN
TRANSPORTATION ELEMENT
HIGHWAYS AND FREEWAYS
NORTH VALLEY SUBAREA

MAP A2

Subarea Boundary

Major Class I

Divided Major Class I

Major Class II

Divided Major Class II

Secondary

Divided Secondary

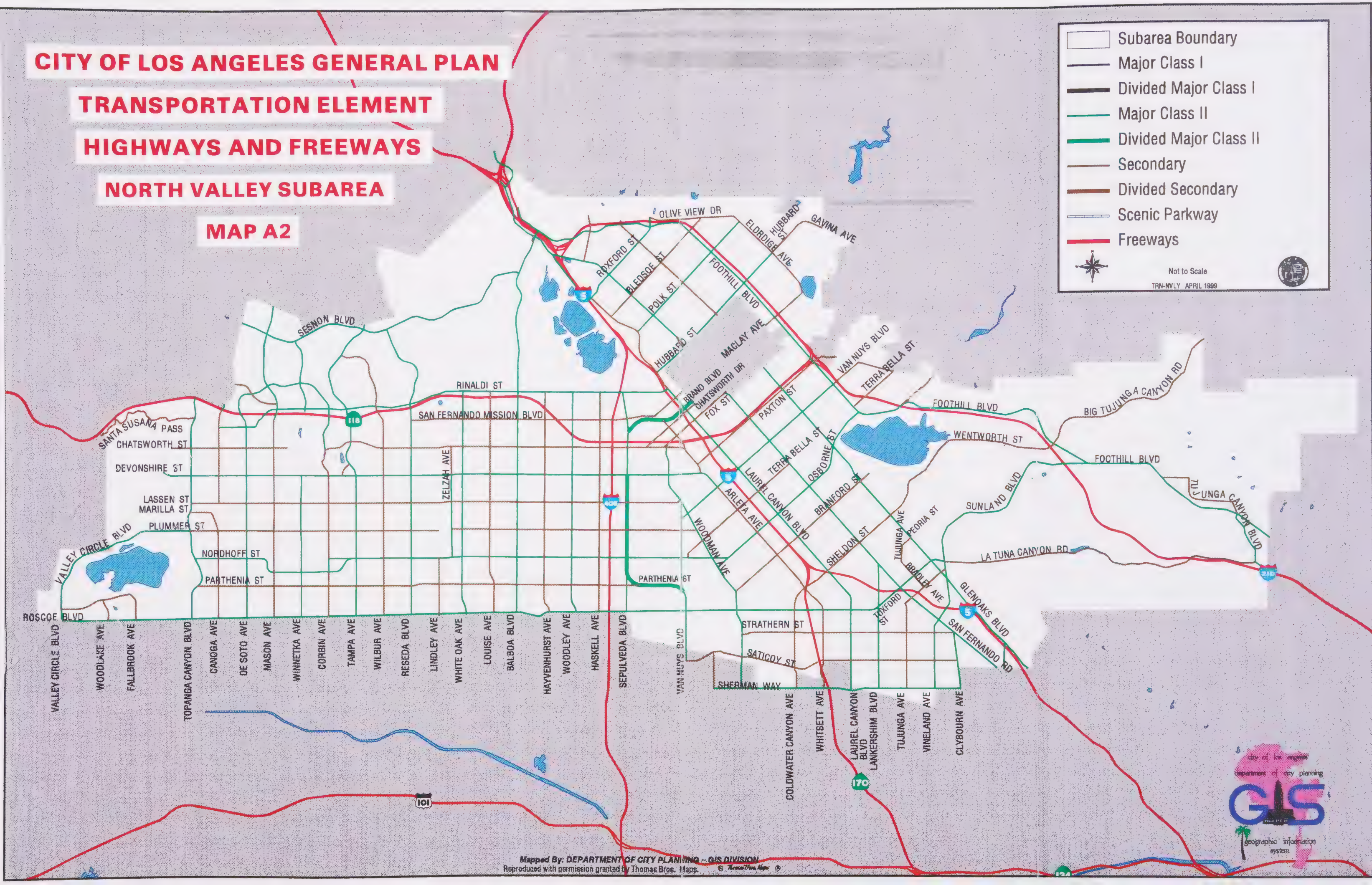
Scenic Parkway

Freeways



Not to Scale
TRN-NVLY APRIL 1999





CITY OF LOS ANGELES GENERAL PLAN
TRANSPORTATION ELEMENT
HIGHWAYS AND FREEWAYS
SOUTH VALLEY SUBAREA

MAP A3

Subarea Boundary

Major Class I

Divided Major Class I

Major Class II

Divided Major Class II

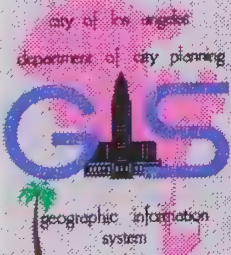
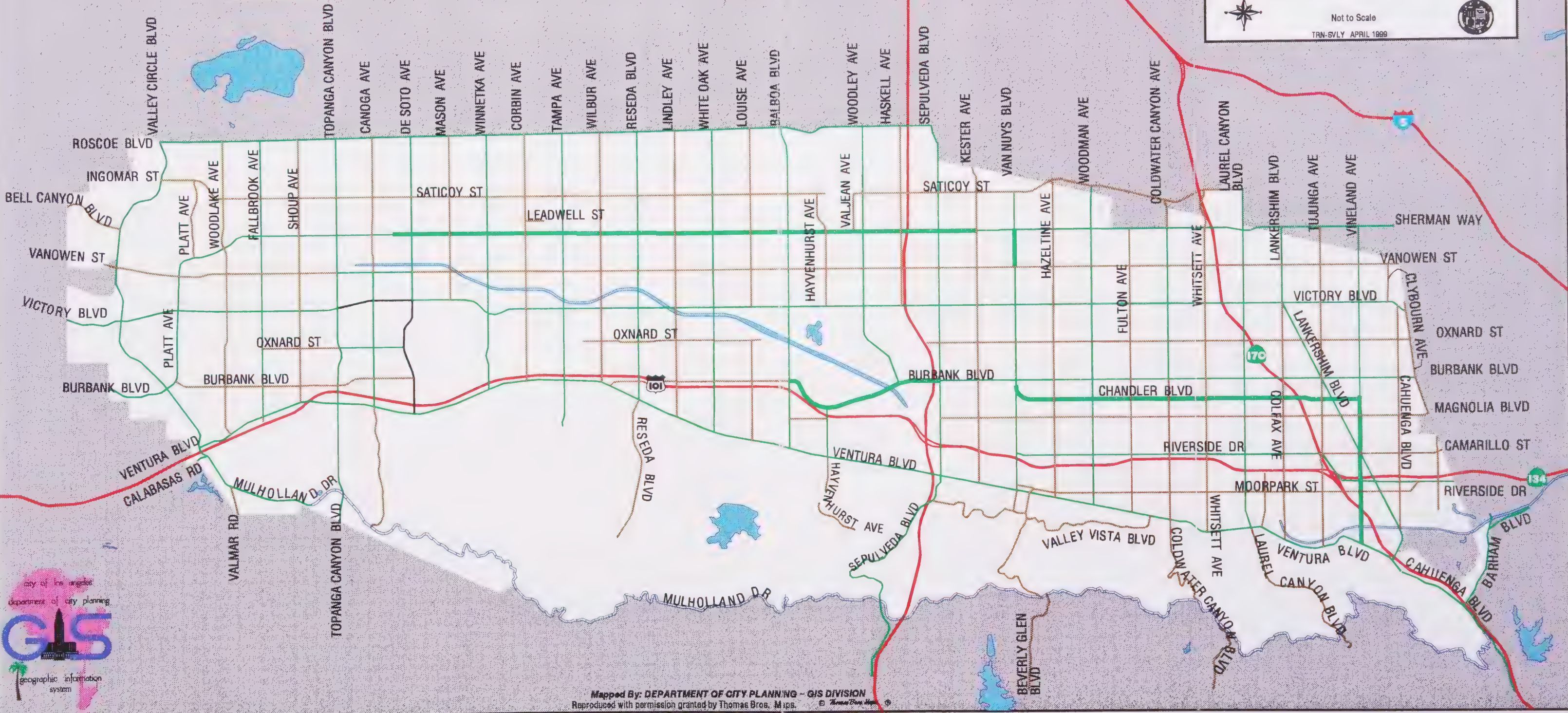
Secondary

Divided Secondary

Scenic Parkway

Freeways

Not to Scale
TRN-SVLY APRIL 1999



CITY OF LOS ANGELES GENERAL PLAN

TRANSPORTATION ELEMENT

HIGHWAYS AND FREEWAYS

WESTSIDE SUBAREA

MAP A4

Subarea Boundary

Major Class I

Divided Major Class I

Major Class II

Divided Major Class II

Secondary

Divided Secondary

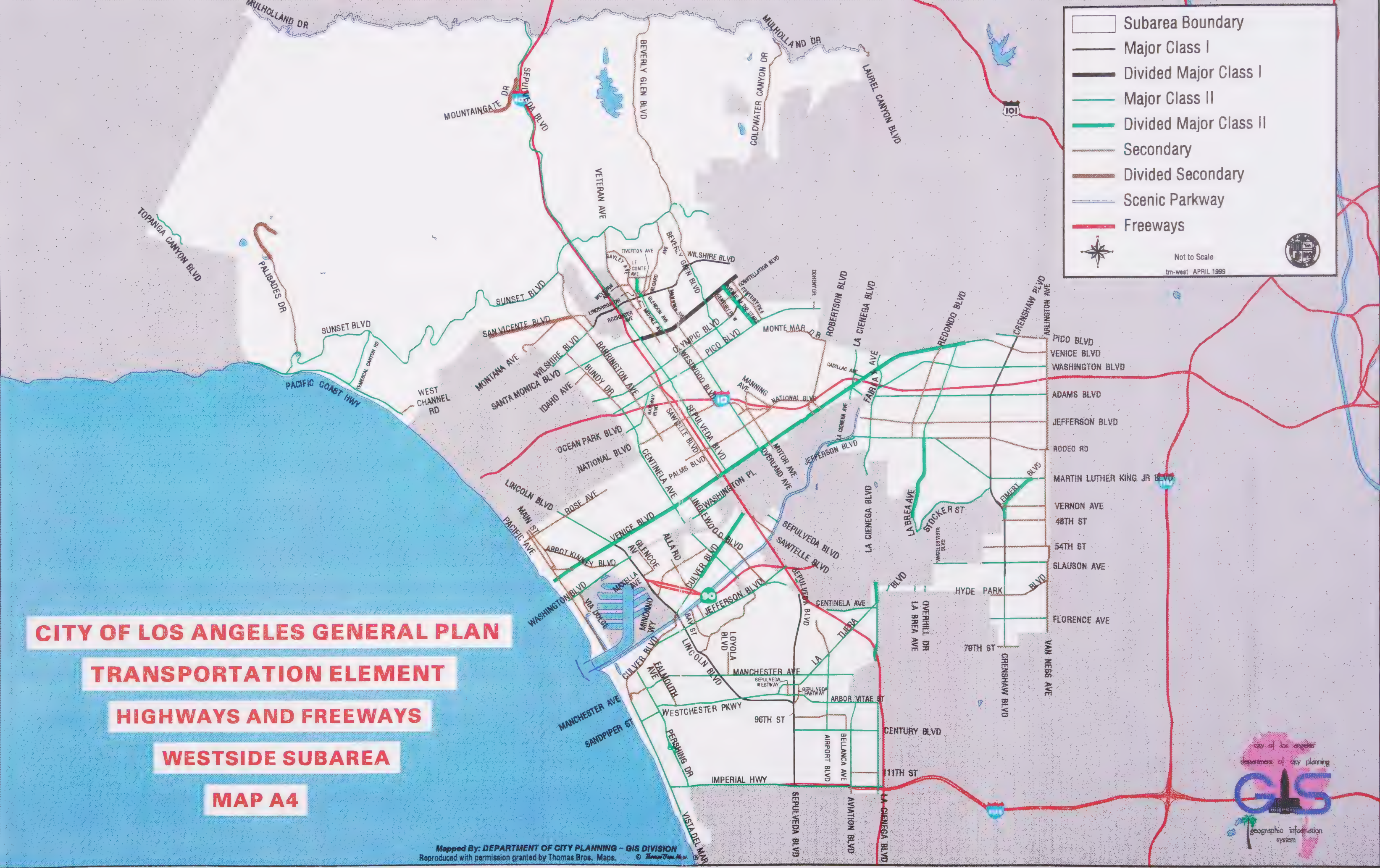
Scenic Parkway

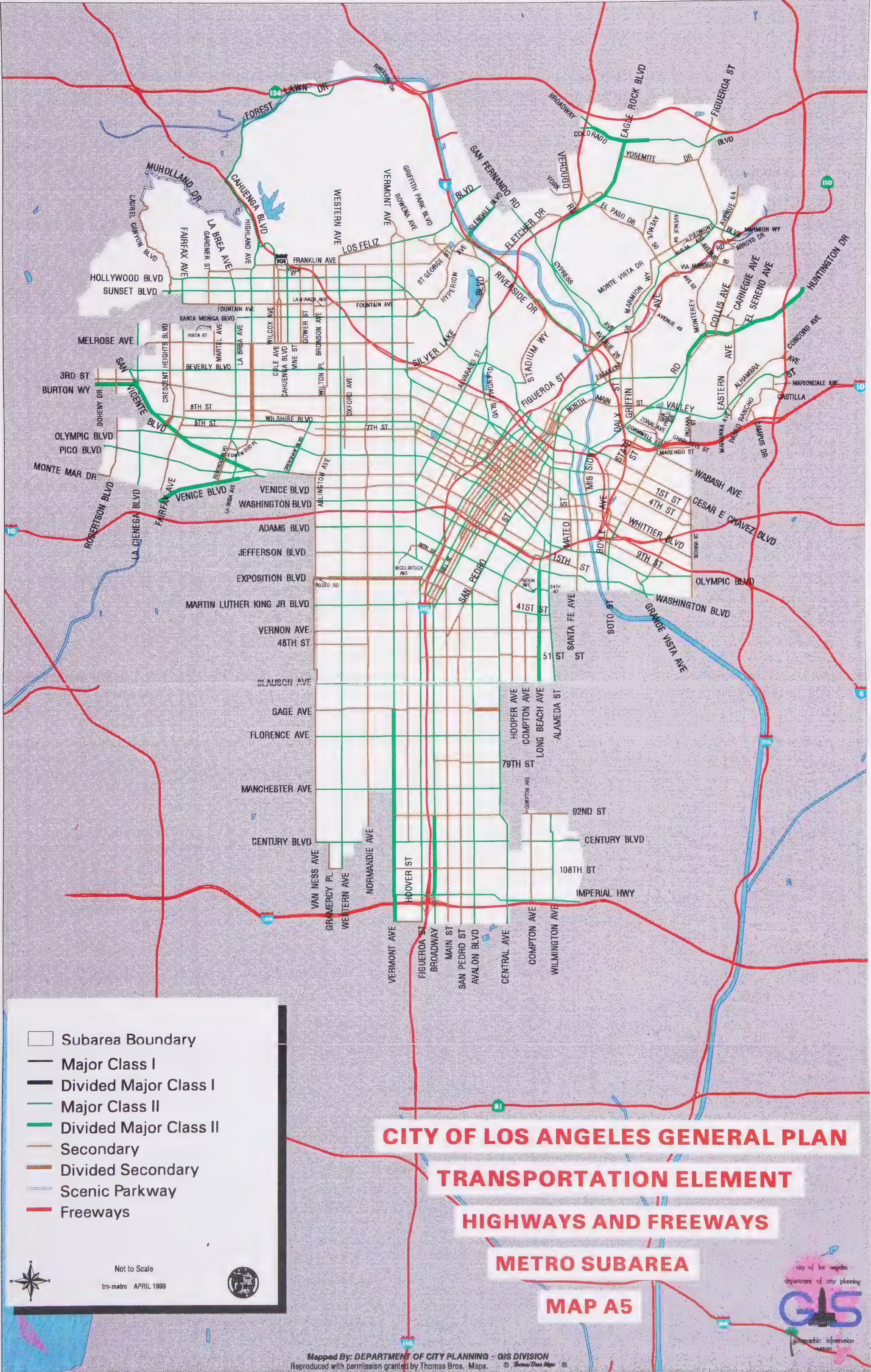
Freeways



Not to Scale
tm-west APRIL 1999







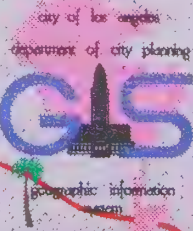
- Subarea Boundary
- Major Class I
- Divided Major Class I
- Major Class II
- Divided Major Class II
- Secondary
- Divided Secondary
- Scenic Parkway
- Freeways

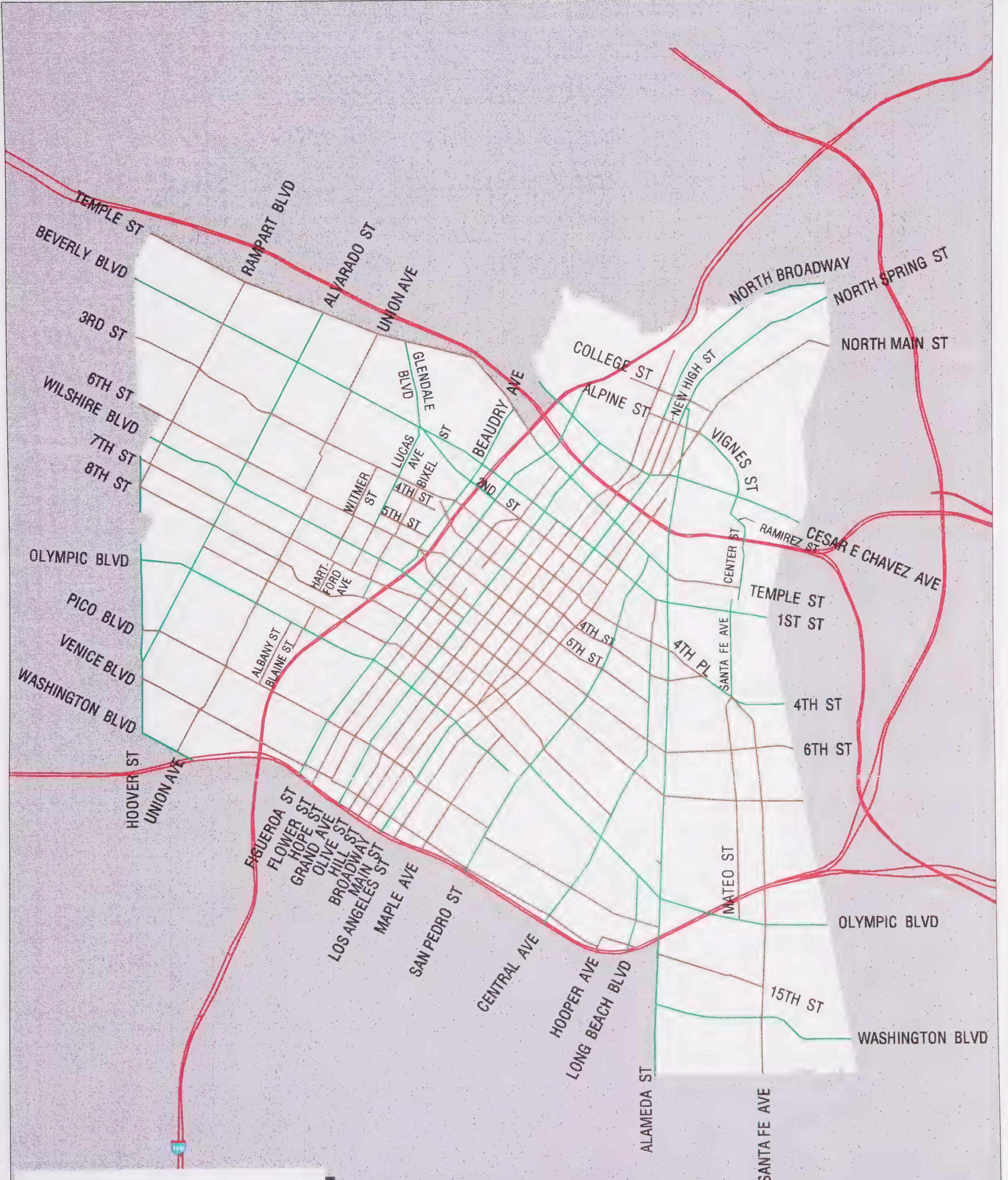


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tm-metro APRIL 1999



CITY OF LOS ANGELES GENERAL PLAN
TRANSPORTATION ELEMENT
HIGHWAYS AND FREEWAYS
METRO SUBAREA
MAP A5





- Major Class I
- Divided Major Class I
- Major Class II
- Divided Major Class II
- Secondary
- Divided Secondary
- Scenic Parkway
- Freeways

INSET TO MAP A5
HIGHWAYS AND FREEWAYS

Not to Scale
 tm-downt APRIL 1999



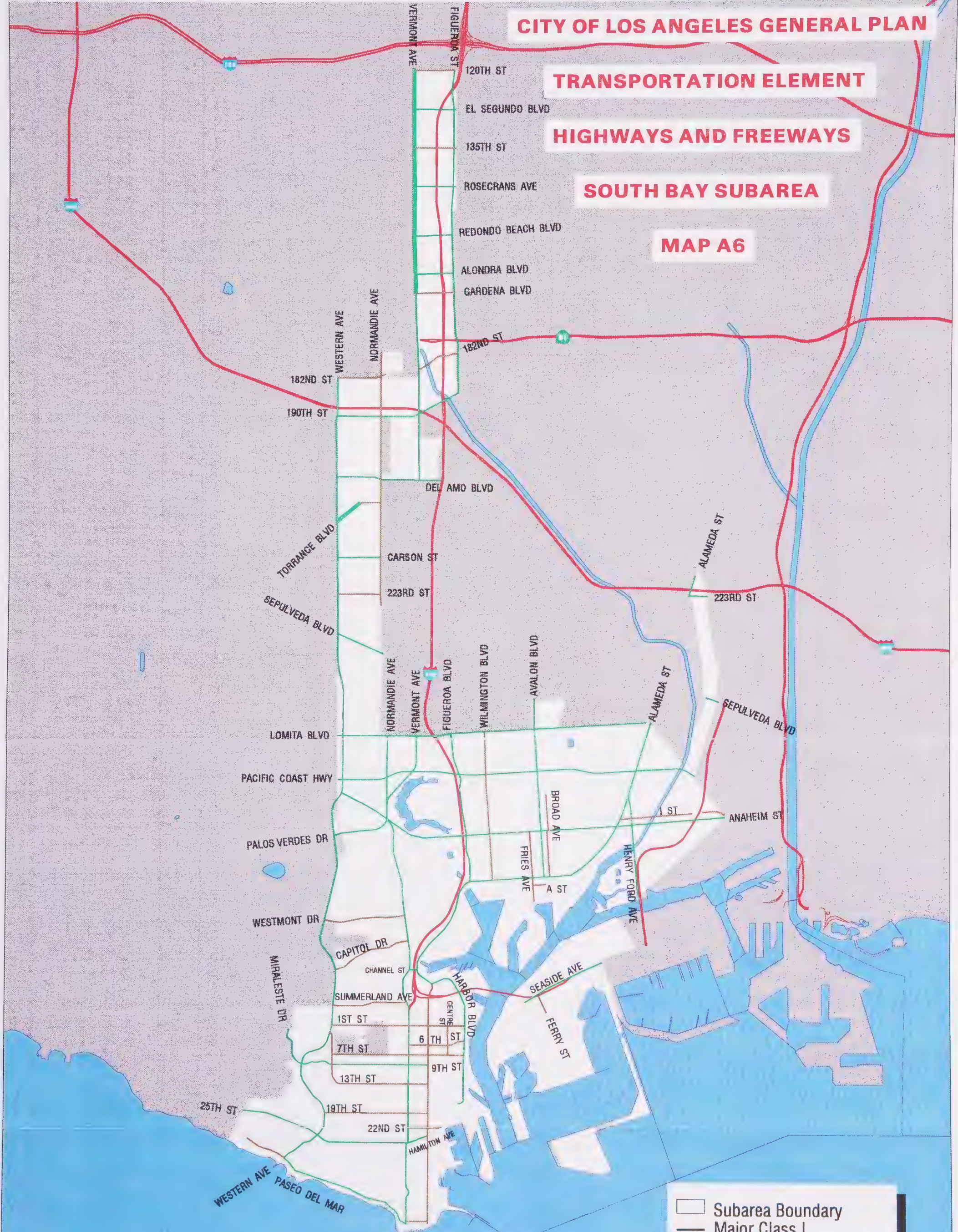
CITY OF LOS ANGELES GENERAL PLAN

TRANSPORTATION ELEMENT

HIGHWAYS AND FREEWAYS

SOUTH BAY SUBAREA

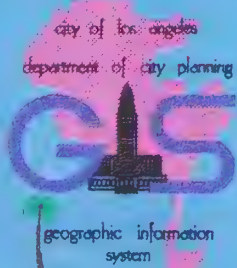
MAP A6



- Subarea Boundary
- Major Class I
- Divided Major Class I
- Major Class II
- Divided Major Class II
- Secondary
- Divided Secondary
- Scenic Parkway
- Freeways



Not to Scale
true-south APRIL 1999



Rail/Transit Corridors

The following maps depict designated rail/transit corridors and transit priority arterial streets citywide. Policy discussion relating to rail/transit corridors is found in Chapter IV of this Element, Policies 2.12 through 2.21. Designated Transit Priority and Future Transit Priority streets are depicted on Map B2. As noted on Map B1, a number of the proposed rail alignments depicted are approximate. Selection criteria for Transit Priority streets are described in Chapter VI, Section B.2.b.

**Maps B1
B2**

**Rail/Transit Corridors
Transit Priority Arterial Streets**

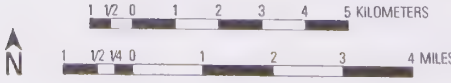


Map B.1

Transportation Element of the General Plan
Rail/Transit Corridors
In the City of Los Angeles

- Metro Rail Transit Lines and Stations (baseline system)
- Busway Routes and Stations (existing)
- Metrolink Commuter Rail Lines and Stations
- City Priority High Capacity Transit Corridor (service to commence prior to 2010; approximate alignment)*
- City Priority High Capacity Transit Corridors (post-2010 construction; approximate)*
- ART/Busways (proposed on publicly-owned right-of-way)*
- Study Corridor (post-2015 project initiation)

*These alignments are described in Chapter IV, Policy 2.13 of the Transportation Element





Map B.2

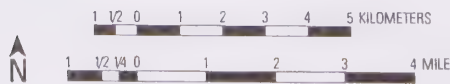
Transportation Element of the General Plan

Transit Priority Arterial Streets

In the City of Los Angeles

- Primary Transit Priority
- Transit Priority
- Future Transit Priority
- Funded/Existing rail stations 1996

NOTE: Transit Priority Street treatment is described in Chapter VI A.6. of this Element; selection criteria for this street type are set forth in Chapter VI B.2.b. Portions of alignments located in adjoining jurisdictions are indicated by broken lines.

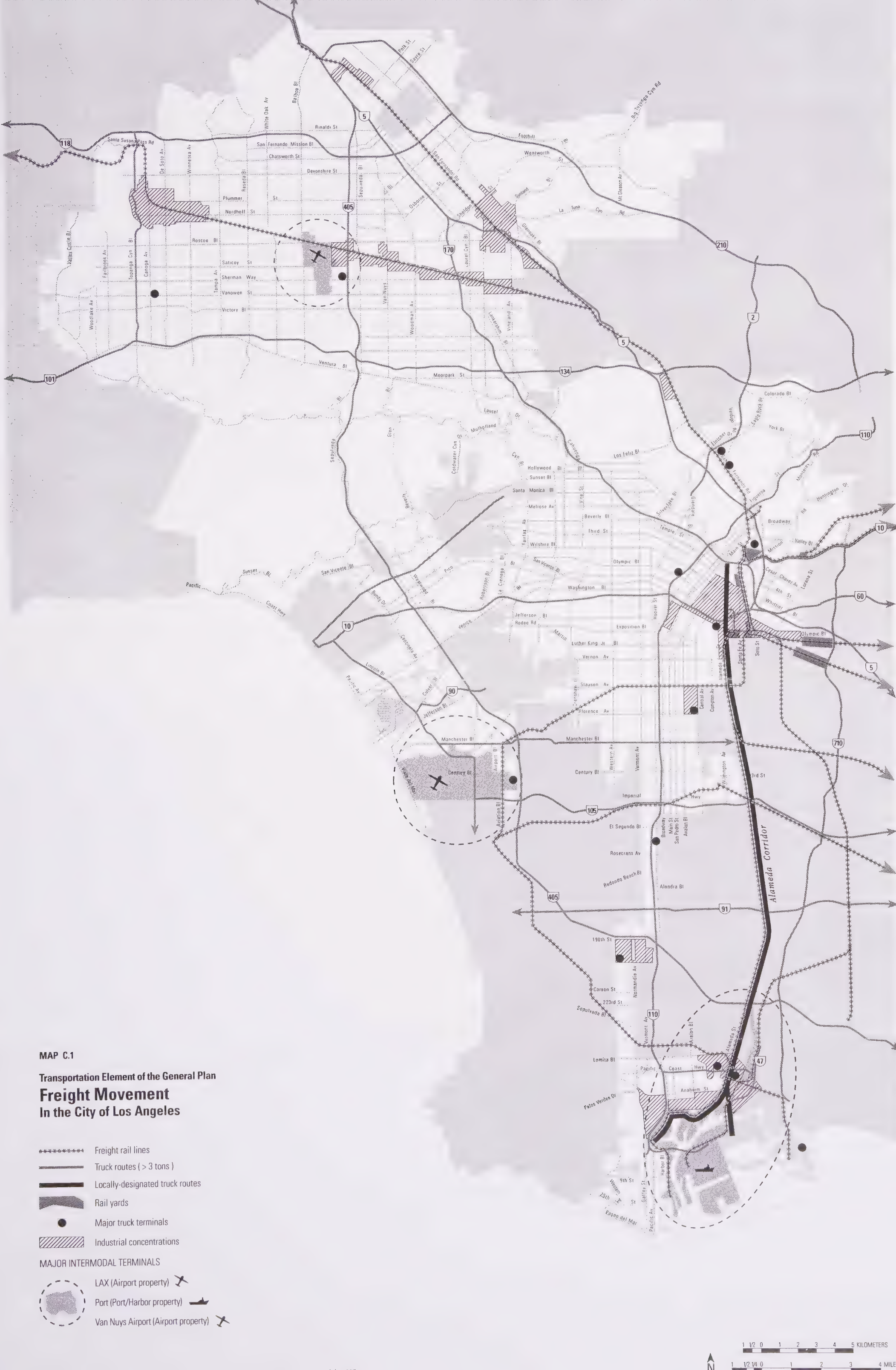


Goods Movement

The following maps depict the existing freight movement facilities (including the major intermodal terminals: LAX, Van Nuys Airport, Port of Los Angeles) and oil pipelines. Policy discussion relating to goods movement is found in Chapter IV of this Element, Policies 5.1 through 5.13.

**Maps C1
C2**

**Freight Movement
Oil Pipelines**



MAP C.1

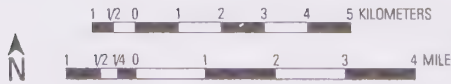
Transportation Element of the General Plan

Freight Movement

In the City of Los Angeles

- Freight rail lines
- Truck routes (> 3 tons)
- Locally-designated truck routes
- Rail yards
- Major truck terminals
- Industrial concentrations

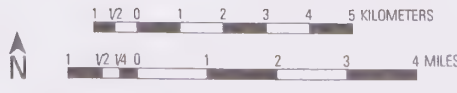
- MAJOR INTERMODAL TERMINALS
- LAX (Airport property)
 - Port (Port/Harbor property)
 - Van Nuys Airport (Airport property)





Map C.2
Transportation Element of the General Plan
Oil Pipelines
In the City of Los Angeles

Oil Pipelines



Non-Motorized Transportation

The following map depicts the designated Citywide Bikeways System along with centers/districts which may include potential Pedestrian Priority street segments. Selection criteria for Pedestrian Priority street segments are found in Chapter VI.B of this Element. Specific Pedestrian Priority street segments are designated through the Community Plan update/amendment process.

Generalized cross sections for Pedestrian Priority street segments are found in Chapter VI-A of this Element; Streetscape guidelines and standards are presented in Chapter VI-C.

Note that Chapter IX (City of Los Angeles Bicycle Plan) of this Element includes more detailed maps of the designated Citywide Bikeway System as well as extensive policy discussion and an inventory of designated bikeways. Policy discussion relating to non-motorized transportation is found in Chapter IV of this Element, Policies 4.2 through 4.6 and 10.1 through 10.5.

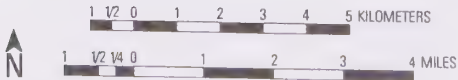
Map D

Non Motorized Transportation



Map D
Transportation Element of the General Plan
Non Motorized Transportation
City of Los Angeles

- Class I Bikeway
- Class II Bikeway
- Class III Bikeway Gap Closures
- Commuter Bikeway
- Other Jurisdiction Bicycle Routes (For informational purposes only)
- Study Corridor (Refer to Section III of Bicycle Plan Text)
- Centers / Districts with potential pedestrian priority street segments



Scenic Highways

The following map depicts designated Scenic Highways within the City of Los Angeles which merit special controls for protection and enhancement of scenic resources. These are also listed in Appendix E of this Element. Scenic Highway Guidelines (for those designated scenic highways for which there is no adopted scenic corridor plan) are presented in Chapter VI.-D of this Element. Selection Criteria for scenic highways are presented in Chapter VI.-B. Policy discussion relating to scenic highways is found in Chapter IV, Policies 11.1 through 11.4.

Map E

Scenic Highways



Map E

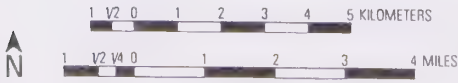
Transportation Element of the General Plan

Scenic Highways

In the City of Los Angeles

- Designated Scenic Highways
- State Scenic Highway (other jurisdictions)
- Future Alignments Designated as Scenic

NOTE: An inventory of these designated Scenic Highways is attached as Appendix E to the Transportation Element. Scenic Highway Guidelines are presented in Chapter VI of the Transportation Element.



CHAPTER VI - STREET DESIGNATIONS AND STANDARDS

A. GENERALIZED STREET AND HIGHWAYS CROSS SECTIONS/TYPES

These generalized cross sections represent fully dedicated and improved streets by designation and type. The City's official standard street dimensions are depicted in the Department of Public Works Standard Plan, which reflects street standards adopted by the City Planning Commission, as recommended by the City's Street Standards Committee, pursuant to LAMC 17.05-A. City Council may by ordinance adopt specific standards for individual streets which differ from these generalized cross sections. Illustrative cross sections are found on pages 70 through 74. Explanatory notes are found on p. 76. Highway cross sections which accommodate Class II bikeways and experimental commuter bikeways are found in the City Bicycle Plan (Chapter IX).

1. Major Highway-Class I ⁽¹⁾⁽²⁾⁽⁴⁾
 - 126' ROW
 - 12' sidewalk/pkwy. + 13' curb lane
 - 6 full-time through lanes
 - 2 part-time parking lanes
 - 1 median/left turn lane

NB. The standard Major Highway-Class I cross section can accommodate transit priority treatment without lane or roadway modification. Peak-hour parking restrictions (TANS) may be required.

2. Major Highway-Class II ⁽¹⁾⁽⁴⁾
 - a. standard ⁽²⁾
 - 104' ROW
 - 12' sidewalk/pkwy. + 13' curb lane
 - 4 full-time through lanes
 - 2 part-time parking lanes
 - 1 median/left turn lane

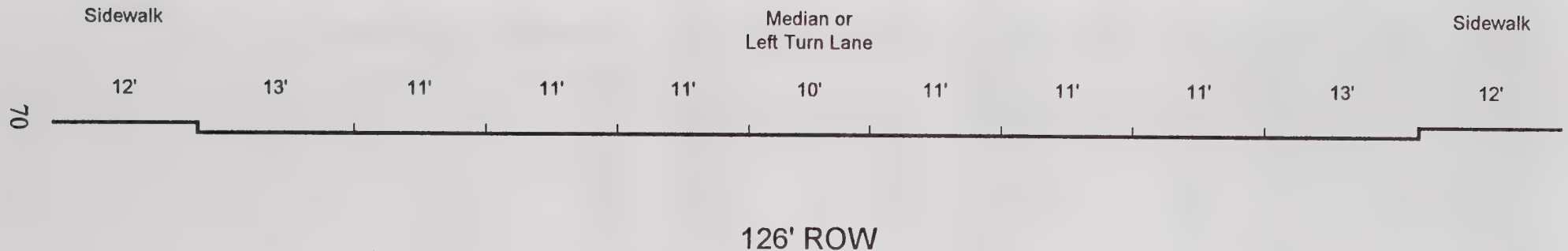
NB. The standard Major Highway-Class II cross section can accommodate transit priority treatment without lane or roadway modification. Peak-hour parking restrictions (TANS) may be required.

- b. pedestrian priority segments ⁽³⁾
 - 17' sidewalk/pkwy. + 8' curb pkg.
 - 4 full-time through lanes
 - All-day parking
 - 1 median/left turn lane
3. Secondary Highway ⁽¹⁾
 - a. standard ⁽²⁾
 - 90' ROW
 - 10' sidewalk/pkwy. + 19' curb lane
 - 4 full-time through lanes
 - All-day parking
 - 1 median/left turn lane

MAJOR HIGHWAY - CLASS I

Six Lanes + Left Turn Lane + 2 Part-time Parking Lanes

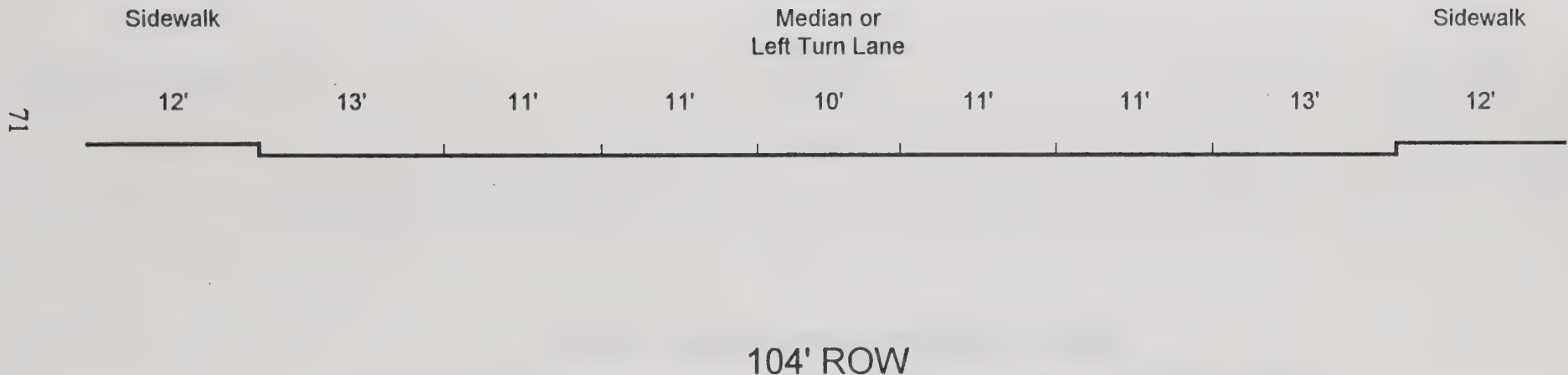
Typical Generalized Cross Section



Notes:

1. Flare sections should be required at intersections with other major highways in order to provide dual left turn lanes. An additional ten (10) feet of right-of way would be necessary with a flare section designed to City standard.
2. The standard Major Highway - Class I cross section can accommodate Transit Priority treatment without lane or roadway modification.
3. Requires peak hour parking restrictions (TANS).

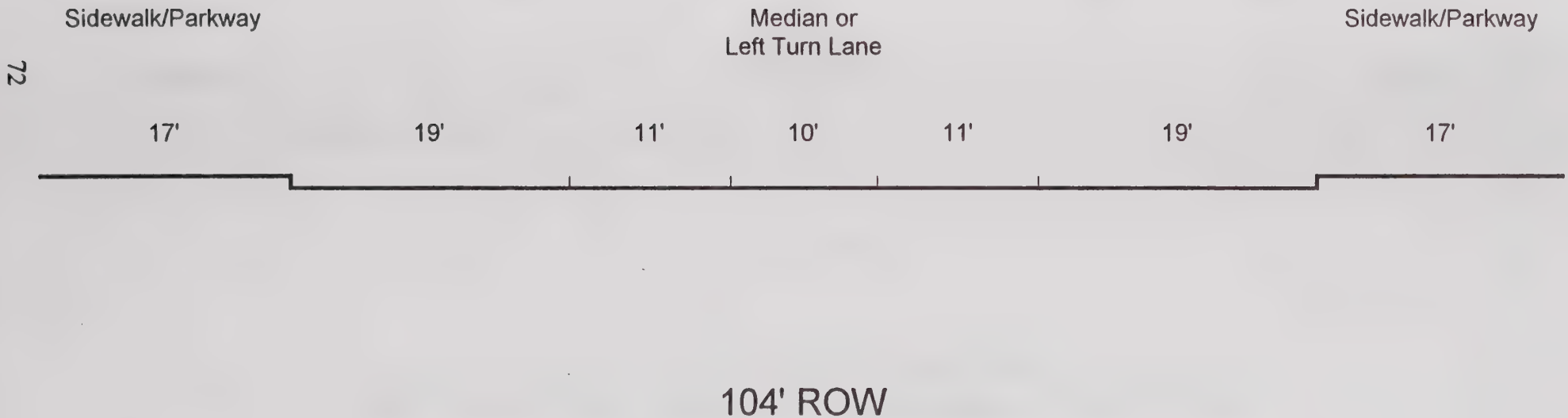
MAJOR HIGHWAY - CLASS II.a.
Standard
Four Lanes + Left Turn Lane + 2 Part-time Parking Lanes
Typical Generalized Cross Section



Notes:

1. The standard Major Highway - Class II cross section can accommodate transit priority treatment without lane or roadway modification.
2. Flare sections may be required at intersections with other major highways in order to provide dual left turn lanes. An additional ten (10) feet of right-of-way would be necessary with a flare section designed to City standard.
3. Requires peak hour parking restrictions (TANS).

MAJOR HIGHWAY - CLASS II.b.
Pedestrian Priority Segments
Four Lanes + Left Turn Lane + Curb Parking (all day)
Typical Generalized Cross Section

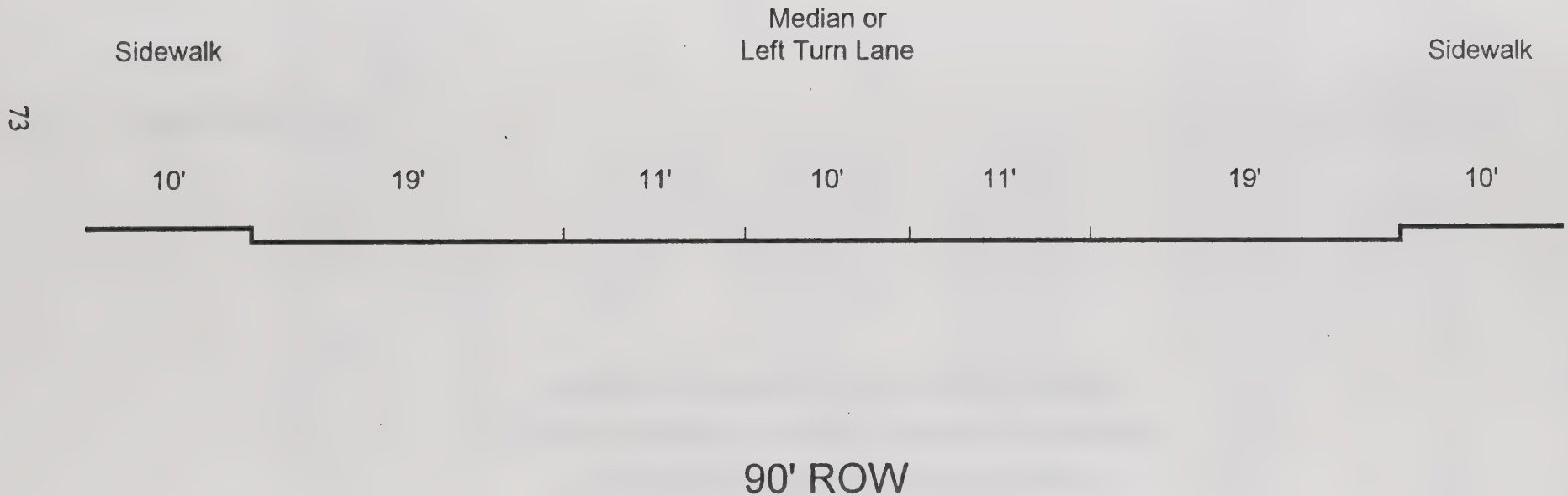


SECONDARY HIGHWAY

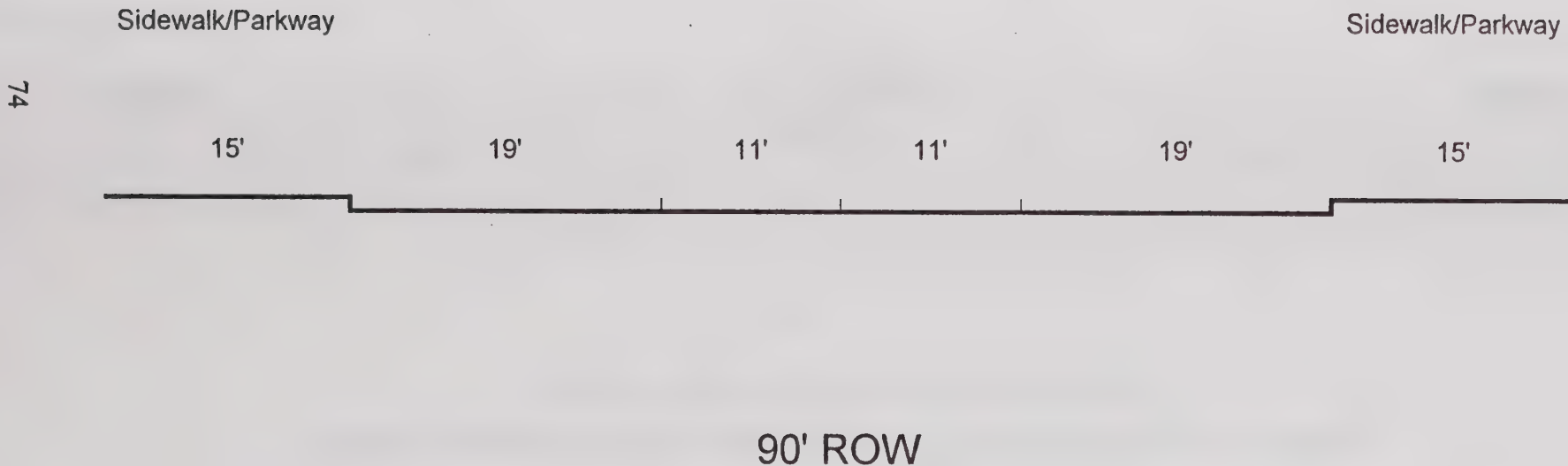
Standard

Four Lanes + Left Turn Lane + Curb Parking (all day)

Typical Generalized Cross Section



SECONDARY HIGHWAY
Pedestrian Priority Segments
Four Lanes + Curb Parking (all day)
Typical Generalized Cross Section



Note:

Left turn lanes may be required at intersections with major and secondary highways, necessitating removal of curb parking on both sides of the street and both sides of the intersection for a distance of 150 feet along with restriping.

- b. pedestrian priority segments⁽³⁾
 - 15' sidewalk/pkwy. + 8' curb pkg.
 - 4 full-time through lanes
 - All-day parking

NB. Left turn lanes may be necessary at intersections with major or secondary highways, requiring removal of curb parking on both sides of the street and both sides of the intersection for the entire length of the standard flare section.

4. Transitional Extensions

Where a designated major highway (Class I or II) or secondary highway crosses another designated highway and then changes in designation to a street of lesser standard width, the street of lesser standard width shall be widened on both sides from the intersection and tapered over the entire length of the standard flare section.

5. Collector Streets

- a. standard
 - 64' ROW
 - 10' sidewalk/pkwy.
 - 2 full-time through lanes
 - 2 full-time parking lanes
- b. industrial
 - 64' ROW
 - 8' sidewalk
 - on-street parking restrictions
 - 2 full-time through lanes
 - Minimum 35' curb radius
- c. hillside
 - 50' ROW
 - 5' sidewalk
 - 2 full-time through lanes
 - 2 full-time parking lanes

6. Transit Priority Street Treatment

Major highways designated as Transit Priority streets shall include the following features:

- a. Peak hour parking restrictions (Tow Away/No Stopping)
- b. Minimum thirteen (13) ft. curb lane
- c. Traffic signal modifications (queue jumping, signal preemption or other)
- d. For primary transit priority streets: bus-only or bus-only/right turn-only curb lanes during peak hours may be installed in addition to signal modifications.

7. Pedestrian Priority Street Segment Treatment

Major-Class II or Secondary Highway street segments designated as Pedestrian Priority shall include the following features:

- a. Wide sidewalks (15-17 ft. width)
- b. Curb side parking, even during peak hours
- c. Wide crosswalks (15 ft. width minimum)
- d. Traffic signal modifications to ensure longer pedestrian crossing time, where warranted.

Note that certain Community Plans and Specific Plans have established modified designations and/or standards for some specific highways or highway segments. These are listed in Appendix D of this Element.

Notes:

- (1) Where major or secondary highways are divided by a raised and/or landscaped median and are designated as divided highways, the width of the raised median shall not be considered as part of the highway for the purpose of calculating the width of the half-street dedication or the width of the half-street improvements.
- (2) Minimum sidewalk/parkway width on all block faces adjacent to a fixed rail portal or platform shall be 15'. Easements may be required in addition to the dedication indicated to achieve this width.
- (3) Pedestrian priority segments may include up to 3' of landscaped parkway at mid block as part of the 15'-17' sidewalk/pkwy. width; refer to Streetscape Guidelines (Section VI-C. of this Chapter).
- (4) Flare sections on Major Highway-Class I or -Class II streets may be required at intersections with other major highways, in order to provide dual left turn lanes. An additional ten (10) feet of right-of-way would be necessary with a flare section designed to City standard.

B. SELECTION/PERFORMANCE CRITERIA FOR STREET DESIGNATIONS

1. The street designations and generalized cross sections presented in Section VI-A. above indicate configurations based on full dedication and improvement. It is acknowledged that complete implementation of the Transportation Element's highway and freeway system will not occur during the planning horizon of this Element (Year 2010). In order to guide incremental implementation, the following minimum performance criteria are set forth for each street designation, expressed in both laneage and vehicular volume capacity for all arterial streets with intersections operating at level of service D or worse during peak hours; selection criteria for designations are expressed in average daily trips (ADT):

- a. Major Highway - Class I

Selection Criteria: more than 50,000 ADT

Performance Criteria:

- four travel lanes in each direction during peak hours
+ left turn lanes at signalized intersections
- 3200 vehicles per hour (vph) in each direction during peak hours

- b. Major Highway - Class II

Selection Criteria

- Major highways (Class II) should typically be located one mile apart in a grid system.
- 30,000 to 50,000 ADT

Performance Criteria:

- three travel lanes in each direction during peak hours
+ left turn lanes at signalized intersections.
- 2400 vph in each direction during peak hours

- c. Secondary Highway

Selection Criteria:

- Secondary highways supplement the through-traffic carrying characteristics of major highways. They should typically be located one mile apart midway between major highways in a grid system.
- 20,000 to 30,000 ADT

Performance Criteria:

- two travel lanes in each direction during peak hours
+ left turn lanes at signalized intersections.

- 1400 vph in each direction during peak hours

d. Collector Streets

Selection Criteria:

- Collector streets are intended to assist local traffic flow to major and secondary highways. They should be located at no greater than one quarter mile intervals between parallel major or secondary highways in a grid system whenever practicable. Greater flexibility in designation of collector streets is called for in hillside areas and in areas planned exclusively for low density residential use as there may be limited or no need for collector streets in these areas. Collector streets are also necessary around the perimeter of school sites.
- Industrial collector streets are intended to assist the flow of truck traffic within industrial districts to major and secondary highways. The roadway should be slightly wider than standard collector streets. On-street parking is to be discouraged, and a wider curb radius is required to facilitate turning movements.
- Hillside collector streets perform the same function as standard collector streets. They are appropriate for use in low density districts located in designated Hillside Areas, as depicted in Bureau of Engineering Basic Grid Map N°. A-13372. The roadway width should be approximately the same as for collector streets in flatlands, but the overall right-of-way width is reduced through elimination of parkway.
- up to 10,000 ADT

Performance Criteria:

- one travel lane in each direction
- 600 vph in each direction
- 500 vph in each direction for hillside collectors

e. Alleys

Alleys parallel to major and secondary highways provide an essential service function, enable limitations on curb cuts, and assist traffic flow on arterial streets. Alleys should be required at the rear of all lots which front a major or secondary highway.

f. Sidewalks

A minimum sidewalk width of ten (10) feet is necessary for all major and secondary highways for pedestrian safety and disabled access, whether the roadway is fully improved to standard or not.

NOTE: In the interim period prior to full dedication and improvement to established standards, streets may require special treatment in order to achieve the minimum performance standards set forth herein. The minimum performance standards set forth above apply to all street designations regardless of differentiated type (e.g. transit priority, commuter bikeway) with the exception of pedestrian priority street segments and one-way couplets.

2. Selection Criteria for other Designations/Types

a. Scenic Highways

Any proposed Scenic Highway should correspond to one of the following basic types:

- (1) An arterial street or state highway which traverses area(s) of natural scenic quality in undeveloped or sparsely developed areas of the City; OR
- (2) An arterial street which traverses urban area(s) of cultural, historical or aesthetic value which merit protection and enhancement.

Specific criteria to be considered in the evaluation of proposed scenic highways include:

- (3) Visual impact of scenic features or area,
- (4) Type/angle/duration of view + location of viewer,
- (5) Vegetation (type and extent), and/or
- (6) Scenic characteristics

b. Scenic Byways

Any proposed Scenic Byway to be designated by a Community Plan shall correspond to one of the following basic types:

- (1) A non-arterial street which traverses an area of natural scenic quality in an undeveloped or sparsely developed area of the City; OR
- (2) A non-arterial street which traverses or borders significant Open Space (as depicted in Figure 6-1 of the Citywide General Plan Framework).

c. Transit Priority Streets

Any proposed transit priority street shall meet the following minimum selection criteria:

- (1) Designated major highway - (Class I or II); and
- (2) Minimum performance standard in regard to travel lanes during peak hours, as prescribed in Section B. 1. above, per respective designation; and
- (3) a. Served by a minimum of three MTA and /or municipal bus lines and with maximum ten (10) minute headways during peak hours on at least one MTA bus line serving the proposed alignment OR

b. Served by a minimum of three MTA and /or municipal bus lines and with maximum five (5) minute headways during peak hours on at least one MTA bus line serving the proposed alignment for primary transit priority treatment; and
- (4) Minimum street alignment length of one and one-half (1.5) miles [2.3 km]; this minimum length need not be located entirely within the boundaries of the City.'

d. Pedestrian Priority Street Segments

Any proposed pedestrian priority street segment shall meet the following minimum selection criteria:

- (1) Located within a CGPF-identified Community Center, Neighborhood District or a Mixed Use corridor node; or within an adopted Pedestrian Oriented District, established pursuant to LAMC 13.07; and
- (2) Not located along any street alignment designated as a Major Highway- Class I or as a Transit Priority Street or Future Transit Priority Street (Map B.2 of this Element); nor along an arterial street included in the Los Angeles County CMP Highway and Roadway System; and
- (3) Street segment length does not exceed five (5) blocks or approximately 0.6 mile [1 km]; and
- (4) Area exhibits variety of commercial uses and activities characterized by ground floor retail and service uses oriented to pedestrians along the sidewalk.

C. STREETSCAPE - DESIGN OBJECTIVES, STANDARDS AND GUIDELINES

The following streetscape design objectives, standards and guidelines are hereby established for major and secondary highways in each of the three types:

1. Pedestrian Priority Street Segments
2. Transit Priority Streets
3. Standard (vehicle priority) Streets

See pages 82 through 84 for typical cross sections and plan views of major and secondary highways of these respective types.

As Pedestrian Priority Street segments are designated in the Community Plans, standards/ guidelines specific to each such segment may be prepared and adopted which will supersede these generic standards and guidelines. In addition, streetscape plans associated with specific plan ordinances may be prepared and adopted for individual streets and/or street segments. Such streetscape plans also supersede these generic standards and guidelines. Guidelines presented in this chapter of this Element may be further refined as part of this Element's implementation programs, as appropriate. For reference, those implementation programs listed in Chapter VII of this Element which relate to streetscape improvements are: P1, P 6, P 8, P 13, P15, P 21, P30, P 35, and P 37.

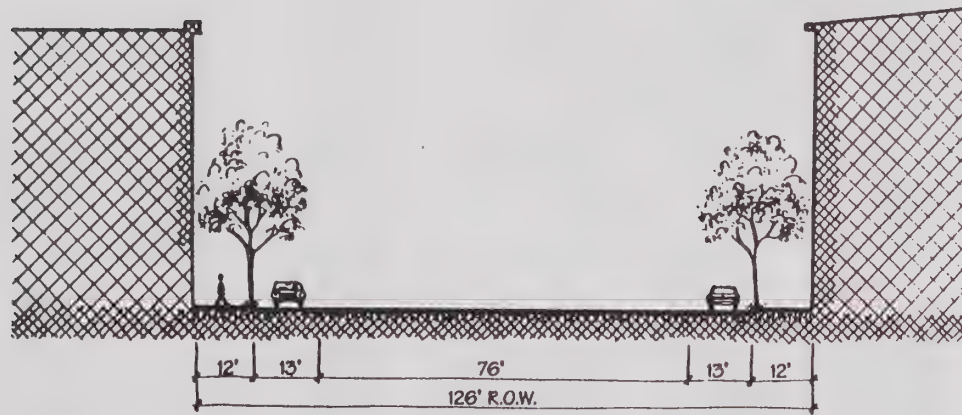
Note: Streetscape enhancements - such as the provision of additional pedestrian amenities, or greater variety and extent of parkway planting - invariably lead to increased maintenance demands and costs.

Interpretation Note:

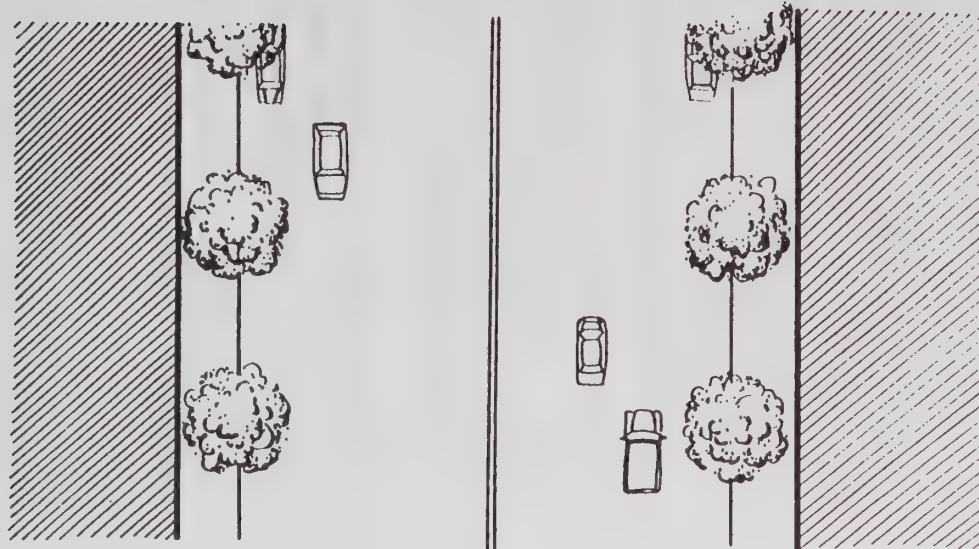
- * guideline(s): to be implemented in a flexible manner with consideration to local conditions and constraints; guidelines must, however, be consulted in the design of public street improvements.
- * standard(s): mandatory implementation in the design of public street improvements

MAJOR HIGHWAY CLASS I VEHICLE & TRANSIT PRIORITY STREETS

CROSS SECTION



PLAN VIEW

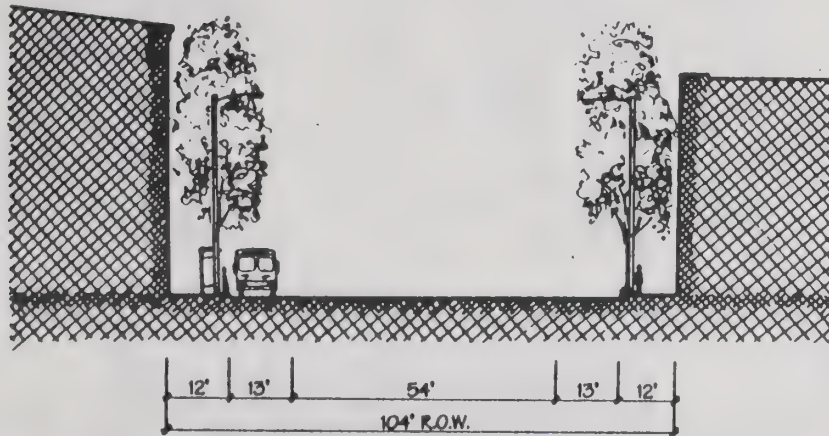


APPROX. SCALE: 1" = 40'

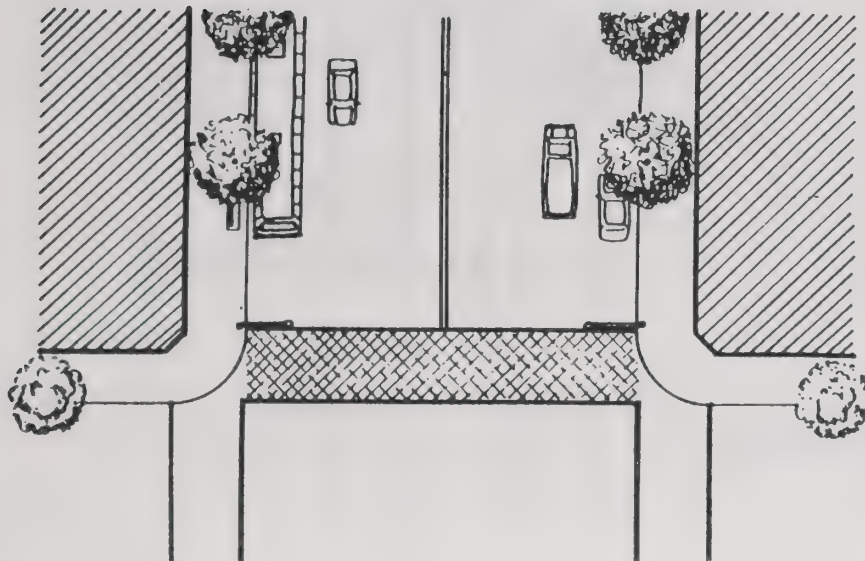
MAJOR HIGHWAY CLASS II

VEHICLE & TRANSIT PRIORITY STREETS

CROSS SECTION

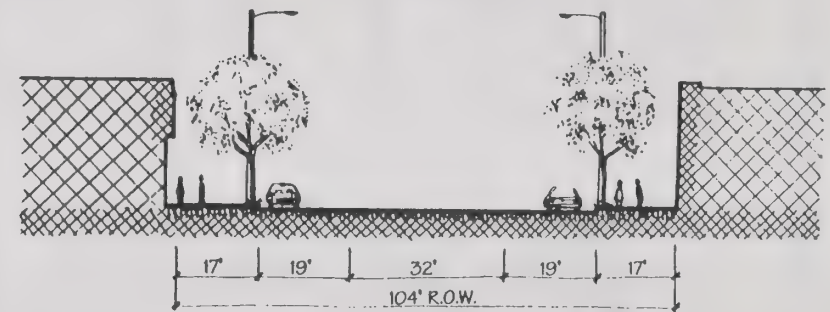


PLAN VIEW

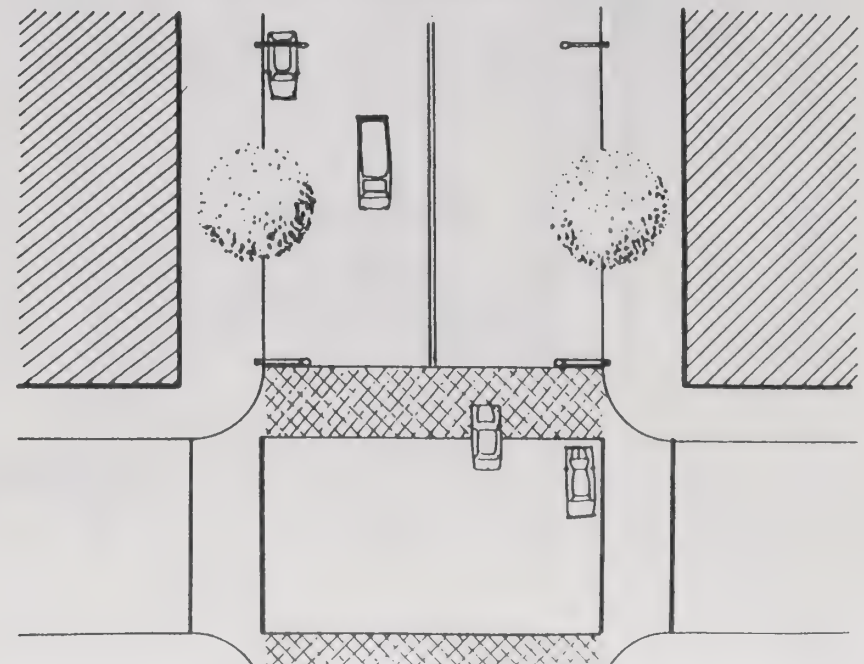


PEDESTRIAN PRIORITY STREET SEGMENTS

CROSS SECTION



PLAN VIEW

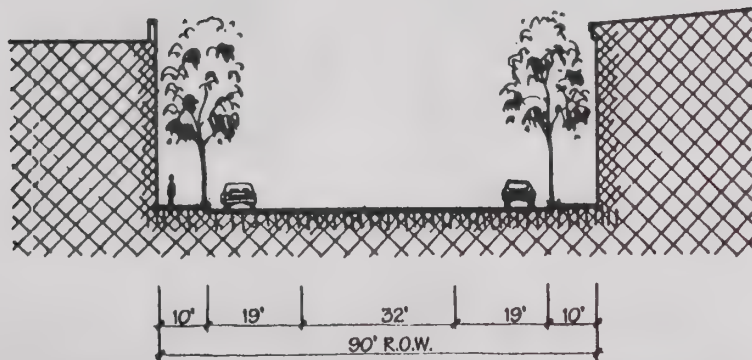


APPROX. SCALE: 1" = 40'

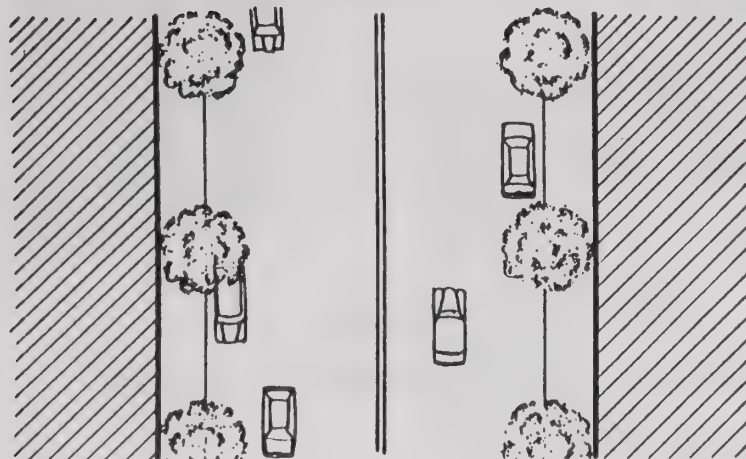
SECONDARY HIGHWAY

VEHICLE PRIORITY STREETS

CROSS SECTION

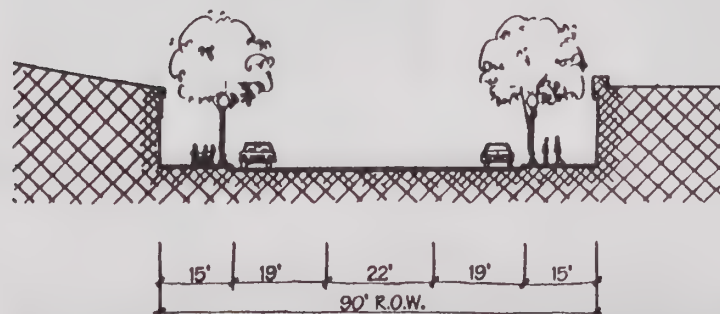


PLAN VIEW

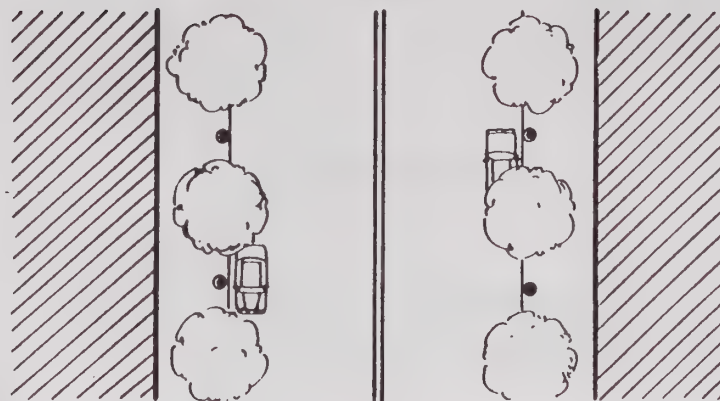


PEDESTRIAN PRIORITY STREET SEGMENTS

CROSS SECTION



PLAN VIEW



APPROX. SCALE: 1" = 40'

1. Pedestrian-Priority Street Segments

a. Crosswalks

- i. Design Objectives
 - (1) To create an identifiable zone dedicated to pedestrians.
 - (2) To increase safety in crossing the street.
 - (3) To provide warning to motorists as they approach a pedestrian zone.
- ii. Transportation Element Standard
 - (1) Minimum 15 ft. wide crosswalk (20 ft. width recommended).
 - (2) Special paving (such as bricks or stamped asphalt) or alternatively, bold/extensive striping is required for crosswalks at controlled intersections.

b. Curb Ramps

- i. Design Objectives
 - (1) To improve slope/texture/ transition to pavement and sidewalk.
 - (2) To accommodate visually and physically impaired persons, including wheel chairs, baby carriages, and luggage carts.
- ii. Transportation Element Guideline
 - (1) Expanded design standards are needed for optimal design/texture for detection by the blind and utilization by disabled in wheelchairs; these improvements must also comply with mandatory State and Federal standards.

c. Sidewalks

- i. Sidewalk Dimension
 - (1) Design Objectives
 - To promote pedestrian activity.
 - To promote safety by creating greater distance between the pedestrian and motor vehicles.
 - To allow more space for street furniture and other amenities including outdoor dining adjacent to restaurants.
 - (2) Transportation Element Standards
 - Minimum 17 ft. width (sidewalk/parkway combined) for major highways.
 - Minimum 15 ft. width (sidewalk/parkway combined) for secondary highways.
- ii. Sidewalk Paving
 - (1) Design Objectives
 - To further define the space set aside for pedestrians.

- To a special theme or follow an existing one where a precedent has been set.
 - To select paving materials compatible with those used in buildings within a certain community, which might have significant historic and/or cultural value.
- (2) Transportation Element Guidelines
- Alternative color and/or texture such as stamped concrete and exposed aggregate.
 - Integrating other paving materials such as brick or combination of standard grey concrete and brick borders; or a permeable walkable surface such as decomposed granite or interlocking bricks in order to improve growing conditions for the street trees and reduce the likelihood of root damage to the sidewalks.
 - Special patterns in different parts of the City.

d. Parkways - Area between the sidewalk and the curb

i. Design Objective

- (1) To devote more area to drought tolerant landscaping in order to create an attractive and pleasing balance between the hardscape and softscape. This area which is often presently paved with concrete and includes tree wells, light poles and traffic signs, should also be landscaped with street trees, shrubs and ground covers as well. The parkway landscaping should be interrupted at certain intervals in order to provide the pedestrian with access into and out of the sidewalk.

ii. Transportation Element Guidelines

- (1) In addition to street trees, parkways should be planted with ground cover as well. The ground cover is, whenever practicable, not to be planted within 3 feet of the root crown of any street tree. Furthermore, in an effort to eliminate wet sidewalks and potential inconvenience/hazard to pedestrians, the parkways are to be irrigated with bubblers.
- (2) Minimum 2 ft. wide planting area for Secondary highways, minimum 3 ft. wide planting area for Major Highways Class II in commercial districts along pedestrian priority street segments;
- (3) Due to the size of the root ball of the trees for the parkways, street tree wells will extend beyond this planting area. A five foot by five foot (5' x 5') tree well is recommended. Permeable tree grates are to be used to in order to reclaim that portion of the sidewalk occupied by the tree well. Tree grates shall be adjustable, with knock-out rings to allow for the proper and uniform growth of the trunk as the tree continues to mature.
- (4) On those segments of the street where on-street parking is allowed, a street/sidewalk connector path (a two feet by two feet broom-

finished concrete path, constructed within the landscaped parkway) should be installed in order to provide pedestrian access between the street and the sidewalk. The "street/sidewalk connector paths" are to provide clear access between the street and the sidewalk at all times. Therefore, all street furniture shall be installed in between these paths in such a way that the street-sidewalk access is not blocked. Furthermore, on-street parking spaces and/or meters must be adjusted to provide the pedestrian with clear and visible access to the connector path. The above referenced connector paths are to be installed 15 feet on center maximum. No connector path shall be installed closer than 20 feet from the "limit line" or the approach line of the pedestrian crosswalk.

- (5) In an attempt to prevent jay-walking and more importantly, to limit and direct all of the street crossing to the pedestrian crosswalks, in those segments of the street where on-street parking is prohibited, the above referenced connectors shall not be installed.
- (6) Parkway related shrub and ground cover are listed below. The recommended trees for parkway planting are indicated in the street tree subsection which follows.

Shrub:

<u>Botanical Name</u>	<u>Common Name</u>	<u>Quantity/Spacing</u>	<u>Size</u>
Lavandula angustifolia 'Munstead'	English Lavender	8" o.c.	1 Gal.

Features: Small evergreen shrub with a slow growth to 18" tall and deep lavender blue flowers with grayish aromatic foliage.

Comments: This shrub is to be planted along the street curb and sides of the parkway (excluding the side adjacent to the sidewalk) at the spacing indicated above. Size standards are to be comparable with those listed in the Valley Crest Nursery catalog. According to Sunset Western Garden, this plant thrives and does well in climate zones 4-24.

Ground Cover:

<u>Botanical Name</u>	<u>Common Name</u>	<u>Quantity/Spacing</u>	<u>Size</u>
Aptenia cordifolia	Red Apple	12" o.c.	flats

Features: A perennial ground cover, it grows about 6-8 inch high and spread to 2 feet. Leaves are oval, bright green and fleshy. Purplish red, inch-wide ice plant flowers in spring and summer.

Comments: After the planting of the street trees and the shrubs, the balance of the parkway is to be planted with this ground cover at the spacing indicated above. Size standards are to be comparable with those listed in the Valley Crest Nursery catalog. According to Sunset Western Garden, this plant thrives and does well in climate zones

17, 21-24. See also subsection f.vi. (Planters) for an alternative to parkway planting.

e. Signalization

i. Design Objectives

- (1) To assist slower pedestrians, especially children, the disabled and the elderly to cross the street.
- (2) To increase safety and security.

ii. Transportation Element Guideline

- (1) A longer time period is needed for pedestrian crossing in pedestrian oriented areas; phasing of pedestrian actuated signals should be designed for maximum pedestrian speed of 2 ft./second.

f. Street Furniture

Note that virtually all street furniture require the issuance of a revocable permit from the Bureau of Street Services prior to placement in the public right-of-way.

i. Benches

(1) Design Objectives

- To provide a comfortable place to rest, especially disabled and elderly.
- To encourage frequent and longer visits to the area.

(2) Transportation Element Guidelines

- Install 2 - 3 per block face.
- Install sturdy benches with attractive design.

ii. Bike Racks

(1) Design Objectives

- To promote the use of bicycles as an alternative to cars.
- To provide convenient and secure parking facilities at public buildings, shopping centers, multiple housing developments, theaters, parks, and similar trip generators.

(2) Transportation Element Guideline

- Install sufficient number of bike racks per block face depending on the type and number of businesses; coordinate efforts with Bicycle Plan Implementation Program P16. These may include parking meter-mounted bike racks.

iii. Bollards

(1) Design Objectives

- To allow for creation of pedestrian activity zone by separating sidewalk from the roadway through a physical barrier in addition to the curb;
- When equipped with illumination, to provide a low level light source for pedestrians.

(2) Transportation Element Guideline

- Bollards should be considered around buildings where due to height, design constraints, or zoning requirements much deeper front or side yard(s) have been set aside.
- iv. Bus Shelters
- (1) Design Objectives
 - To encourage transit use.
 - To provide shelter against atmospheric changes/wind/sun.
 - (2) Transportation Element Standard
 - Install at all bus stops along pedestrian priority segments with sidewalk widths greater than or equal to 10 feet and a minimum of 100 daily boardings.
- v. Newspaper Racks
- (1) Design Objectives
 - To be grouped with another use and located in an area that would be easily identified.
 - To control the number of newsstands within the block.
 - To provide for adequate circulation that would allow for customer-vendor interaction and proper service without blocking pedestrian movement on the sidewalk. The customers often stand by to check the magazine before purchase or simply take time to check the availability and/or selection.
 - To serve as a vehicle for providing graphics, street direction, and other pedestrian signage.
 - (2) Transportation Element Guidelines
 - Install news racks in connection with the bus shelter as one unit.
 - Establish consistent design and uniform standards.
- vi. Planters
- (1) Design Objectives
 - To introduce a drought tolerant landscape element or an alternative to parkway landscaping.
 - To be used in connection, or to be combined, with bollards; particularly along streets where parkway landscaping is not feasible.
 - (2) Transportation Element Guidelines
 - Material, texture, and design of planters may be selected to match other street furniture and be placed on an stand alone basis or in connection with one or more of the above referenced furniture. Planters should not exceed 36 inch in height.
 - (3) Application
 - Along those streets in commercially zoned areas of the City where the existing sidewalks are too narrow (less than 12 feet) for meaningful landscaped parkways as referenced above. Minimum sidewalk width for placement of planter boxes is 10 feet. Only one of the following options may be selected for each set of block faces of a given street:

- Four planters are to be placed and spaced at regular intervals between street lights but a minimum of 15 feet from the tree trunk of any street tree. No planter shall be installed closer than 20 feet from the limit line or the approach line of a pedestrian crosswalk; and will be planted with the following tree and ground covers: (ground covers are to be planted alternatively and never mixed in one planter).
- In ground level plazas, in connection with, or in place of, the required landscaping for the front setback.
 - Planters are to be planted with drought tolerant, and sun loving ground covers and trees.

Option 1:

Tree:

<u>Botanical Name</u>	<u>Common Name</u>	<u>Quantity/Spacing</u>	<u>Size</u>
Thevetia peruviana	Yellow Oleander	1	5 Gal.

Features: A small evergreen tree with fast growth to 10 feet or more. Leaves are 3-6 inch long and very narrow. Fragrant flowers bloom any time (mostly June through November); Yellow to apricot, 2-3 inch long, in clusters at branch ends.

Comments: The trees are to be untopped. Minimum size shall be 5 Gallon. Size standards are to be comparable with those listed in the Valley Crest Nursery catalog. According to Sunset Western Garden, this plant thrives and does well in climate zones 13, 14, 21-24.

Ground Cover:

<u>Botanical Name</u>	<u>Common Name</u>	<u>Quantity/Spacing</u>	<u>Size</u>
Hypericum calycinum	Creeping St. Johnsworth	18" o.c.	flat

Features: Evergreen ground cover with fast growth of 12" tall. Flowers are bright yellow, 3 inches across.

Comments: Three plants per planter only. Size standards are to be comparable with those listed in the Valley Crest Nursery catalog. According to Sunset Western Garden, this plant thrives and does well in climate zones 2-24.

Ground Cover:

<u>Botanical Name</u>	<u>Common Name</u>	<u>Quantity/Spacing</u>	<u>Size</u>
Vinca Major	Periwinkle	6" o.c	flat

Features: Fast spreading perennial ground cover with oval, dark green, glossy leaves. Flowers are lavender blue 1-2 inches across.

Comments: Size standards are to be comparable with those listed in the Valley Crest Nursery catalog. According to Sunset Western Garden, this plant thrives and does well in climate zones 5-24.

<u>Botanical Name</u>	<u>Common Name</u>	<u>Quantity/Spacing</u>	<u>Size</u>
Ajuga reptans 'Purpurea'	Carpet Bugle	3	1 Gal.

Features: A fast spreading perennial of 10" high. Violet blue flowers are not obvious among the large leaves.

Comments: Three plants per planter only. Size standards are to be comparable with those listed in the Valley Crest Nursery catalog. According to Sunset Western Garden, this plant thrives and does well in all climate zones of the western region of the USA.

Option 2:

Tree:

<u>Botanical Name</u>	<u>Common Name</u>	<u>Quantity/Spacing</u>	<u>Size</u>
Caesalpinia pulcherrima	Red Bird of paradise	1	5 Gal

Features: A small deciduous tree with fast, dense growth to 10 feet, 10 feet wide. Dark green leaves with many 3/4 inch long leaflets. Blooms through the warm weather; flowers orange and red, clustered with long red stems.

Comments: The trees are to be untopped. Minimum size shall be 5 Gallon. Size standards are to be comparable with those listed in the Valley Crest Nursery catalog. According to Sunset Western Garden, this plant thrives and does well in climate zones 12-16, 18-23.

Ground Cover:

<u>Botanical Name</u>	<u>Common Name</u>	<u>Quantity/Spacing</u>	<u>Size</u>
Gardenia Jasminoides 'Radicans'	Gardenia	3	1 Gal.

Features: Evergreen ground cover with moderate growth of 6"-12" tall. Small dark green leaves with white fragrant flowers only 1" wide.

Comments: Three plants per planter only. Size standards are to be comparable with those listed in the Valley Crest Nursery catalog. According to Sunset Western Garden, this plant thrives and does well in climate zones 7-9, 12-16, 18-23.

<u>Botanical Name</u>	<u>Common Name</u>	<u>Quantity/Spacing</u>	<u>Size</u>
Lantana montevidensis	Trailing Lantana	3	1 Gal.

Features: An evergreen ground cover with fast growth of 8"-12" tall. Fast spreading with rosy lilac flowers in 1-1 ½ inch wide clusters.

Comments: Three plants per planter only. Size standards are to be comparable with those listed in the Valley Crest Nursery catalog. According to Sunset Western Garden, this plant thrives and does well in climate zones 12, 13, 15-17, 18-22.

<u>Botanical Name</u>	<u>Common Name</u>	<u>Quantity/Spacing</u>	<u>Size</u>
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Pelargonium peltatum
'Summer Showers'

Ivy Geranium

6" o.c.

flat

Features: Fast spreading Perennial ground cover with succulent glossy bright green leaves and flowers that appear in rounded cluster. The above referenced variety comes as a mixture of white, pink, red, lavender, and magenta.

Comments: Size standards are to be comparable with those listed in the Valley Crest Nursery catalog. According to Sunset Western Garden, this plant thrives and does well in climate zones 12-17, 21-24.

vii. **Trash Receptacles**

(1) **Design Objectives**

- To promote the use of trash receptacles, thereby improving the streetscape.
- To enhance community character.

(2) **Transportation Element Standards**

- Install 2 - 3 per block face, in connection with the bench, news rack, and planter box or free standing.
- Construct with sturdy, solid material with special design and covered top.

g. **Street Lights**

i. **Design Objectives**

- (1) To provide safety and security for motorists.
- (2) To provide appropriate night time illumination for pedestrian safety and security.
- (3) To create community character and enhance community identity.

ii. **Transportation Element Standards**

- (1) Roadway lighting: 90-95 ft. spacing, with a fixture height of 35-45 feet.
- (2) Roadway as well as pedestrian scale lighting (dual system); pedestrian lighting: 30-45 ft. spacing with a maximum fixture height of 15 feet.
- (3) Decorative pole with larger base is recommended.

h. **Street Trees**

i. **Design Objectives**

- (1) To create an attractive environment for pedestrians.
- (2) To provide shade and therefore a comfortable environment for pedestrians.
- (3) To create a space which is designed to respond to human scale in which a pedestrian can relate and function comfortably.
- (4) To improve the streetscape by giving dominance to the tree canopies rather than to signs.

- (5) To enhance street identity by selecting certain species for the different street types throughout the City, thus providing visual differentiation for the pedestrian priority streets.
- ii. Transportation Element Standards
 - (1) Precise siting of street trees shall be determined by the Street Tree Division of the Bureau of Street Services on a case by case/block face by block face basis. However, the generalized spacing of street trees, described in the following section, shall be maintained.
 - (2) The size of each tree at the time of planting is specified in the planting schedule according to growth habit of the tree. Those species with slow growth habit are indicated at 24" box, while others with fast growth habit are to be in 15 gallon containers. When commercially available, every attempt must be made to select the size as specified. Otherwise, a 15 gallon tree may be substituted for a 24" box tree.
- iii. Application
 - (1) Streets with no overhead utilities and 90-95 ft. standard roadway lighting
 - Select one of the two options which includes a principal tree and a companion tree. The principal tree is to be centered between the street lights, while one companion tree shall be planted on either side of the principal tree, centered between the street light and the principal tree. Only one category may be selected for each set of block faces of a given street. These trees are to be planted in a reasonably straight line within the parkways.

Option 1:

Principal tree:

<u>Botanical Name</u>	<u>Common Name</u>	<u>Quantity/Spacing</u>	<u>Size</u>
Albizia julibrissin	Silk Tree	1	15 Gal

Features: A semi-evergreen tree with a rapid growth to 40 feet in height with wider spread. Pink, fluffy flowers like pincushions; ferny-leaved branches in summer. Leaves are light sensitive and fold at night. With ample water grows fast; however, it is considered to be a low to moderate water requiring plant once established.

Comments: Standard trunk trees only are to be planted. The trees are to be untopped. Sidewalks are to be protected from root intrusion by the installation of a root barrier. Size standards are to be comparable with those listed in the Valley Crest Nursery catalog. According to Sunset Western Garden, this plant thrives and does well in climate zones 2-23.

Companion tree:

<u>Botanical Name</u>	<u>Common Name</u>	<u>Quantity/Spacing</u>	<u>Size</u>
Pyrus kawakamii	Evergreen Pear	1	24" Box

- Features: An evergreen to partially deciduous tree to 20 feet high with smaller spread. Clustered white flowers appear in sheets and masses in winter and early spring.
- Comments: Multi trunk trees are to be used only. The trees are to be untopped. Minimum size shall be 24" inch box. Size standards are to be comparable with those listed in the Valley Crest Nursery catalog. According to Sunset Western Garden, this plant thrives and does well in climate zones 8, 9, 12-24.

Option 2:

Principal tree:

<u>Botanical Name</u>	<u>Common Name</u>	<u>Quantity/Spacing</u>	<u>Size</u>
Acacia baileyana	Bailey Acacia	1	24" Box

- Features: A briefly deciduous tree with moderate growth to 30 feet tall and a canopy width of about 40 feet with an eventual height of 20-35 feet. Leaves are feathery, finely cut, blue grey, while the flowers appear in yellow ball-like clusters. The flowers are fragrant and profuse from January to February.
- Comments: Standard trunk trees only are to be planted. The trees are to be untopped. Sidewalks are to be protected from root intrusion by the installation of a root barrier. Minimum size shall be 24 inch box. When 24 inch box trees are not available, a smaller size tree may be planted; however, the spacing must remain as indicated above. Size standards are to be comparable with those listed in the Valley Crest Nursery catalog. According to Sunset Western Garden, this plant thrives and does well in climate zones 7-9, 13-24).

Companion tree:

<u>Botanical Name</u>	<u>Common Name</u>	<u>Quantity/Spacing</u>	<u>Size</u>
Lagerstroemia indica 'Purple'	Crape Myrtle	1	24" Box

- Features: A deciduous tree to 25 feet high with smaller spread. Spring foliage is light green, tinged bronze red; mature leaves 1-2 inch long, oval, deep glossy green. Crinkled, crepe like, 1½ inch flowers in rounded, slightly conical clusters, 6-12 inch long, at the end of branches. Long flowering period, July-September.
- Comments: Only standard trunk trees to be used. The trees are to be untopped. Minimum size shall be 24" inch box. Size standards are to be comparable with those listed in the Valley Crest Nursery catalog. According to Sunset Western Garden, this plant thrives and does well in climate zones 7-9, 12-14, 18-21.

- (2) Streets with no overhead utilities and where roadway lighting spacing does not conform to the 90-95 ft. standard (but is not less than 80 ft.),

- Select one of the two following options which includes a principal tree and a companion tree. The principal tree is to be centered between the street lights, while one companion tree shall be planted on either side of the principal tree, centered between the street light and the principal tree. Only one category may be selected for each set of block faces of a given street. These trees are to be planted in a reasonably straight line within the parkways.

Option 1:

Principal tree:

<u>Botanical Name</u>	<u>Common Name</u>	<u>Quantity/Spacing</u>	<u>Size</u>
Liriodendron tulipifera	Tulip Tree	1	15 Gal.

Features: A deciduous tree with a fast growth to 60-80 feet in height, with eventual spread to 40 feet. Tulip shaped flowers in late spring are 2 inch wide greenish yellow, orange at the base. The flowers are quite handsome at close range, but due to the dense foliage, can not be seen from distance. The foliage turns yellow in fall.

Comments: The trees are to be untopped. Sidewalks are to be protected from root intrusion by the installation of a root barrier. Minimum size shall be 15 gallon. Size standards are to be comparable with those listed in the Valley Crest Nursery catalog. According to Sunset Western Garden, this plant thrives and does well in climate zones 1-12, 14-23.

Companion tree:

<u>Botanical Name</u>	<u>Common Name</u>	<u>Quantity/Spacing</u>	<u>Size</u>
Pyrus kawakamii	Evergreen Pear	1	24" Box

[See page 93 for Features and Comments]

Option 2:

Principal tree:

<u>Botanical Name</u>	<u>Common Name</u>	<u>Quantity/Spacing</u>	<u>Size</u>
Metrosideros excelsus	New Zealand Christmas Tree	1	24" Box

Features: An evergreen tree to 30 feet or more in height with dark scarlet flowers and glossy green leaves. Flowers appear May-July.

Comments: The trees are to be untopped. Sidewalks are to be protected from root intrusion the installation of a root barrier. Minimum size shall be 24 inch box. When 24 inch box trees are not available, a smaller size tree may be planted; however, the spacing must remain as indicated above. Size standards are to be comparable with those listed in the Valley Crest Nursery catalog. According to Sunset Western Garden, this plant thrives and does well in climate zones 17, 23, 24.

Companion tree:

Lagerstroemia indica 'Purple'. See page 94 for Features and Comments.

- (1) Street trees for streets with overhead utilities and where the standard roadway lighting spacing of 90-95 ft. is maintained.
- Select one of the following two options which includes a principal tree and a companion tree. The principal tree is to be centered between the street lights, while one companion tree shall be planted on either side of the principal tree, centered between the street light and the principal tree. Only one category may be selected for each set of block faces of a given street. These trees are to be planted in a reasonably straight line within the parkways.

Option 1:

Principal tree:

<u>Botanical Name</u>	<u>Common Name</u>	<u>Quantity/Spacing</u>	<u>Size</u>
Magnolia grandiflora 'Edith Bogue'	Magnolia	1	24" Box

Features: An evergreen tree to 35 feet high and 20 feet spread. Flowers are pure white, aging buff; large (8-10 inch across), powerfully fragrant carried throughout summer and fall. Unpredictable in form and age of bloom.

Comments: The trees are to be untopped. Sidewalks are to be protected from root intrusion by the installation of a root barrier. Minimum size shall be 24 inch box. When 24 inch box trees are not available, smaller size tree may be planted; however, the spacing must remain as indicated above. Size standards are to be comparable with those listed in the Valley Crest Nursery catalog. According to Sunset Western Garden, this plant thrives and does well in climate zones 4-12, 14-24.

Companion tree:

Pyrus kawakamii. See page 93 for Features and Comments

Option 2:

Principal tree:

<u>Botanical Name</u>	<u>Common Name</u>	<u>Quantity/Spacing</u>	<u>Size</u>
Olea europea "Swan Hill"	Fruitless Olive	1	24" Box

Features: A small evergreen tree with slow growth reaching to 25-30 feet high and as wide. Drought tolerant.

Comments: The trees are to be untopped. Sidewalks are to be protected from root intrusion by the installation of a root barrier. Minimum size shall be 24 inch box. When 24 inch box trees are not available, a smaller size tree may be planted; however, the spacing must remain as indicated above. Size standards are to be comparable with those listed in the Valley Crest Nursery catalog. According to Sunset Western Garden, this plant thrives and does well in climate zones 8, 9, 11-24.

Companion tree:

Lagerstroemia indica 'Purple'. See page 94 for Features and Comments.

- (4) Streets with overhead utilities and where roadway lighting spacing does not conform to 90-95 ft. (but is not less than 80 ft.),
- Select one of the two following options which each include a principal tree and companion tree. The principal tree is to be centered between the street lights, while one companion tree shall be planted on either side of the principal tree, centered between the street light and the principal tree. Only one category may be selected for each set of block faces of a given street. These trees are to be planted in a reasonably straight line within the parkways.

Option 1:

Principal tree:

<u>Botanical Name</u>	<u>Common Name</u>	<u>Quantity/Spacing</u>	<u>Size</u>
Bauhinia purpurea	Purple Orchid	1	15 Gal.

Features: Partially to wholly deciduous tree with light green, broad-lobed leaves which generally drop in midwinter. The tree displays a wonderful show of light pink to orchid purple, broad-petaled 2-3 inch wide flowers usually January to April. Staked and pruned, becomes attractive 25-30 feet tree.

Comments: Standard trunk trees only are to be planted. The trees are to be untopped. Sidewalks are to be protected from root intrusion by the installation of a root barrier. Minimum size shall be 15 gallon. Size standards are to be comparable with those listed in the Valley Crest Nursery catalog. According to Sunset Western Garden, this plant thrives and does well in climate zones 13, 15, 16, 18-23.

Companion tree:

Pyrus kawakamii. See page 93 for Features and Comments

Option 2:

Principal tree:

<u>Botanical Name</u>	<u>Common Name</u>	<u>Quantity/Spacing</u>	<u>Size</u>
Cassia leptophylla	Gold Medallion Tree	1	15 Gal.

Features: An evergreen fast growing tree to 25 feet. Foliage is open and spreading, tends to weep. Deep yellow flowers are 3 inches wide and appear July-August.

Comments: Standard trunk trees only are to be planted. The trees are to be untopped. Sidewalks are to be protected from root intrusion by the installation of a root barrier. Minimum size shall be 15 gallon. Size standards are to be comparable with those listed in the Valley Crest Nursery catalog. According to Sunset Western Garden, this plant thrives and does well in climate zones 21-24.

Companion tree:

Lagerstroemia indica 'Purple'. See page 94 for Features and Comments.

Shrubs and Ground Covers.

These plant materials are listed on page 87.

2. Transit Priority Streets

a. Crosswalks

i. Design Objectives

- (1) To create an identifiable zone dedicated to pedestrians as well as to transit riders.
- (2) To increase safety in crossing the street.
- (3) To provide adequate warning to motorists as they approach a transit zone.

ii. Transportation Element Standards

- (1) Minimum 15 ft. wide crosswalk with single 12" wide stripe line on each side.
- (2) Minimum 15 ft. wide crosswalk (20 ft. width recommended) at intersections adjacent to transit rail platforms/portals and bus stops.
- (3) Bold/extensive striping is required for crosswalks at controlled intersections adjacent to transit rail platforms/portals and bus stops.

b. Curbs

i. Curb Radius

Transit Priority Streets are presumed to have peak hour parking restrictions and minimum 30 ft. curb radius.

ii. Curb Ramps

(1) Design Objectives

- To improve slope/texture/ transition to pavement and sidewalk.
- To accommodate visually and mobility impaired persons, including wheel chairs, baby carriages, and luggage carts.

(2) Transportation Element Guideline

- Expanded design standards are needed for optimal design/texture for detection by the blind and utilization by disabled in wheelchairs; these improvements must also comply with mandatory State and Federal standards.

c. Parkways - area between the sidewalk and the curb

i. Design Objective

- (1) To devote more area to landscaping in order to create an attractive and pleasing balance between the hardscape and softscape. This area which is

often presently paved with concrete and includes tree wells, light poles and traffic signs, could also be landscaped with street trees, and drought tolerant ground covers. The parkway landscaping should be interrupted at certain intervals in order to provide pedestrian with access to and from the sidewalk and at bus stops/transit stations.

ii. Transportation Element Guidelines

- (1) In addition to the street trees, parkways should also be planted with ground covers. The ground cover is, whenever practicable, not to be planted within 3 feet of the root crown of any street tree. Furthermore, in an effort to eliminate wet sidewalks and potential inconvenience/hazard to pedestrians, the parkways are to be irrigated with bubblers only.
- (2) Minimum 2 ft. wide planting area in commercial districts and along mixed-use boulevards at mid block should be considered; due to the size of the root ball of the trees for the parkways, street tree wells will extend beyond this planting area. A five foot by five foot (5' x 5') tree well is recommended. Permeable tree grates are to be used to cover the tree well in order to reclaim that portion of the sidewalk occupied by the tree well. The above referenced tree grates shall be adjustable, with knock-out rings to allow for the proper and uniform growth of the trunk as the tree continues to mature.
- (3) On those segments of the street where on-street parking is allowed, a street/sidewalk connector path (a one foot wide by two feet long broom-finished concrete path, constructed within the landscaped parkway) should be installed in order to provide pedestrian access between the street and the sidewalk. The "street/sidewalk connector paths" are to provide clear access between the street and the sidewalk at all times. Therefore, all street furniture shall be installed in between these paths in such a way that the street-sidewalk access is not blocked. Furthermore, on-street parking spaces and/or parking meters must be adjusted to provide the pedestrian with clear and visible access to the connector path. The above referenced connector paths are to be installed 15 feet on center maximum. No connector path shall be installed closer than 20 feet from the "limit line" or the approach line of the pedestrian crosswalk.
- (4) Parkway are to be landscaped with trees and ground covers. Street trees and planters are discussed in a separate subsection. Related ground cover is indicated below:

Ground Cover:

<u>Botanical Name</u>	<u>Common Name</u>	<u>Quantity/Spacing</u>	<u>Size</u>
Verbena peruviana	Verbena	24" o.c.	flat

Features: A very showy perennial ground cover with small closely set neat leaves. that forms a very flat mat of no more than 6"-8". Fast spreading with bright colorful, and attractive small flowers.

Comments: After the planting of street trees, the balance of the parkway is to be planted with this ground cover at the spacing indicated above.

Size standards are to be comparable with those listed in the Valley Crest Nursery catalog. According to Sunset Western Garden, this plant thrives and does well in climate zones 8-24.

d. Sidewalks

i. Sidewalk Dimension

(1) Design Objectives

- To create a safe, comfortable and pleasant experience for the pedestrian and potential transit rider.
- To create an adequate additional sidewalk area at transit stations/bus stops.

(2) Transportation Element Standards

- Minimum 12 ft. sidewalk/parkway combined (12 ft. sidewalk extends into and occupies the parkway at bus stops).
- Minimum 15 ft. width on all block faces in the vicinity of a fixed rail portal or platform (15 ft. sidewalk extends into and occupies the parkway adjacent to transit portals or platforms). Easements may be required in addition to the standard dedication in order to achieve this width.

ii. Sidewalk Paving

(1) Design Objective

- To define this more intensely used sidewalk by selecting a paving material unique to this use.

(2) Transportation Element Guidelines

- Alternative texture such as exposed aggregate or rock salt finish concrete; or a permeable walkable surface such as decomposed granite or interlocking bricks in order to improve growing conditions for the street trees and reduce the likelihood of root damage to the sidewalks.
- Special patterns in different parts of the City.

iii. Transit Station Vicinity Sidewalk Paving

(1) Design Objectives

- To better define the space set aside for users of the mass transportation system.
- To create a special theme or follow an existing one where precedent has been set.
- To select paving materials compatible with those used in buildings within a certain community, which might have significant historic and/or cultural value.

(2) Transportation Element Guidelines

- Alternative color and/or texture such as stamped concrete and exposed aggregate at transit stations and bus stops.
- Use of other paving materials such as brick, or combination of standard grey concrete and brick borders at transit stations and bus stops.

- Special paving patterns at transit stations and bus stops.

e. Signalization

Transit Priority Streets are presumed to have time-phased signalization, potentially with queue jumpers/signal preemption for buses. Nevertheless a pedestrian speed of 3 ft./second should be utilized to establish phasing.

f. Street Furniture

Note that virtually all street furniture require the issuance of a revocable permit from the Bureau of Street Services prior to placement in the public right-of-way.

i. Benches

(1) Design Objectives

- To provide a comfortable place to rest, especially for the disabled and the elderly.
- To encourage frequent and longer visits to the area.

(2) Transportation Element Guidelines

- Install 2 - 3 per block face.
- Installment of a sturdy bench with an attractive design.

ii. Bike Racks

(1) Design Objectives

- To promote the use of bicycles as an alternative to cars.
- To provide a convenient and secure bike parking area for those who bike to transit stations to continue on to their destination through the mass transportation system.
- To provide convenient and secure parking facilities at public buildings, shopping centers, multiple housing developments, theaters, parks, and similar trip generators.

(2) Transportation Element Guideline

- Install minimum of ten (10) bike racks per transit station, plus sufficient number per block face depending upon the type and number of businesses; coordinate with Bicycle Plan Implementation Programs P16 and P26. These may include parking meter-mounted bike racks.

iii. Bollards

(1) Design Objectives

- To allow for creation of special activity zone by separating sidewalk from the roadway and/or extended front yard through an additional physical barrier.
- When equipped with illumination, to provide a low level light source for pedestrians.

(2) Transportation Element Guideline

- Bollards should be considered around buildings where due to design considerations much deeper front or side yard(s) have been set aside for public plazas; and around transit plazas.
- iv. Bus Shelters
- (1) Design Objectives
 - To encourage transit use.
 - To provide shelter against atmospheric changes/wind/sun.
 - (2) Transportation Element Standard
 - Install at all bus stops along pedestrian priority segments with sidewalk widths greater than or equal to 10 feet and a minimum of 100 daily boardings.
- v. Newspaper Racks
- (1) Design Objective
 - To provide mass transit users and others the opportunity to avail themselves of various newspapers as they need to.
 - (2) Transportation Element Guideline
 - Install a grouping of various newspaper racks for each limited bus stop; encourage news stands at all fixed rail portals and platforms.
- vi. Planters
- (1) Design Objectives
 - To introduce an additional landscape element or an alternative to parkway landscaping.
 - To be used in connection or combined with bollards; particularly where parkway landscaping is not possible.
 - (2) Transportation Element Guideline
 - Material, texture, and design of planters may be selected to match other street furniture and be placed on a stand alone basis or in connection with one or more of the above referenced furniture. Planter box height should not exceed thirty six (36) inches.
 - (3) Application
 - Along those streets in commercially zoned areas of the city where the existing sidewalks are too narrow (less than 12 feet) for meaningful landscaped parkways as referenced above. Minimum sidewalk width for placement of the planter boxes is 10 feet. Select one of two options for each set of block faces.
 - When used for this application, four planters are to be placed and spaced in regular intervals between street lights but a minimum of 15 feet from the tree trunk of any street tree. No planters shall be installed closer than 20 feet from the approach line of a pedestrian crosswalk.. Ground covers are to be planted alternatively and never mixed in one planter.
 - In ground level plazas, in connection with, or in place of, the required landscaping for the front setback:

- Planters are to be planted with drought tolerant, sun loving ground covers and trees.

Option 1:

Plant Material	Botanical Name	Common Name	Quantity/ Spacing	Size	Notes
Tree	Thevetia peruviana	Yellow Oleander	1	5 Gal.	See page 90 for Features and Comments
Ground Cover	Hypericum calycinum	Creeping St. Johnsworth	18" o.c.	flat	See page 90 for Features and Comments
Ground Cover	Vinca Major	Periwinkle	6" o.c.	flat	See page 90 for Features and Comments
Ground Cover	Ajuga reptans 'Purpurea'	Carpet Bugle	3	1 Gal.	See page 91 for Features and Comments

Option 2:

Plant Material	Botanical Name	Common Name	Quantity/ Spacing	Size	Notes
Tree	Caesalpinia pulcherrima	Red Bird of Paradise	1	15 Gal.	See page 91 for Features and Comments
Ground Cover	Gardenia Jasminoides 'Radicans']	Gardenia	1	3 Gal.	See page 91 for Features and Comments
Ground Cover	Pelargonium peltatum 'Summer Showers'	Ivy Geranium	6" o.c.	flat	See page 92 for Features and Comments
Ground Cover	Lantana montevidensis	Trailing Lantana	3	1 Gal	See page 91 for Features and Comments

vii. Trash Receptacles

(1) Design Objectives

- To promote the use of trash receptacles, thereby improving the streetscape.
- Enhance community character.

(2) Transportation Element Standards

- Construct with sturdy, solid material and covered top.
- Install 1-2 per block face in connection with transit station/bus stops

g. Street Lights

- i. Design Objectives
 - (1) To provide safety and security for motorists.
 - (2) To provide appropriate night time illumination for pedestrian safety and security.
 - (3) To create community character and enhance community identity.
- ii. Transportation Element Standards
 - (1) Roadway lighting: 90-95 ft. spacing with a fixture height of 35-45 ft.
 - (2) Roadway as well as pedestrian scale lighting (dual system) on block faces which include a rail portal/platform or bus stop. Otherwise, roadway lighting fixtures only.
 - (3) Pedestrian lighting: 30-45 ft. spacing, with a maximum fixture height of 15 ft.

h. Street Trees

- i. Design Objectives
 - (1) To create an attractive and desirable environment for mass transit users.
 - (2) To provide shade and therefore a comfortable environment for the riders while waiting for the bus, and therefore help facilitate and increase more frequent use of mass transit.
 - (3) To improve the streetscape by giving dominance to tree canopies rather than to signs.
 - (4) To provide visual differentiation of transit priority streets throughout the City.
- ii. Transportation Element Standard
 - (1) Precise siting of street trees shall be determined by the Street Tree Division of the Bureau of Street Services on a case by case/block face by block face basis. However, the generalized spacing of street trees, described in the following section, shall be maintained.
- iii. Application
 - (1) The size of each tree at the time of planting is specified in the planting schedule according to growth habit of the tree. Those species with slow growth habit are indicated at 24" box, while others with fast growth habit are to be 15 gallon containers. When commercially available, every attempt must be made to select the size as specified. Otherwise, a 15 gallon tree may be substituted for a 24" box tree.
 - (2) Streets with no overhead utilities and where the standard roadway lighting spacing of 90-95 ft. is maintained
 - Select one of the following options which includes a principal tree and companion tree. The principal tree is to be centered between the street lights, while one companion tree shall be planted on either side of the principal tree, centered between the street light and the principal tree. No more than one category may be selected for each set of block faces

of a given street. These trees are to be planted in a reasonably straight line within the parkways.

- Other plant materials related to parkway landscaping is discussed in subsection 2.c. (Parkways).

Option 1:

Principal tree:

<u>Botanical Name</u>	<u>Common Name</u>	<u>Quantity/Spacing</u>	<u>Size</u>
Platanus acerifolia	London Plane Tree	1	15 Gal.

Features: A deciduous, drought tolerant tree with fast growth with 40 to 80 feet high and 30 to 40 feet across. Tolerates most soils, stands up beautifully under city smog, soot, dust and reflected heat. Drought tolerant tree with smooth cream-colored upper trunk and limbs. Leaves are 3-5 lobed, 4-10 inch wide. Leaves are shiny green and heart shaped.

Comments: The trees are to be untopped. Sidewalks are to be protected from root intrusion by the installation of a root barrier. Size standards are to be comparable with those listed in the Valley Crest Nursery catalog. According to Sunset Western Garden, this plant thrives and does well in climate zones 2-24.

Companion tree:

<u>Botanical Name</u>	<u>Common Name</u>	<u>Quantity/Spacing</u>	<u>Size</u>
Prunus c. 'Atropurpurea'	Purple-leaf Plum	1	24" Box

Features: A small deciduous tree with fast growth to 20-25 feet and a spread of 10-15 feet. Small 3/4-1 inch flowers are white with a tint of pink. Purple leaves are 2 inch long and are light shade of burgundy.

Comments: Multi trunk trees only are to be planted. The trees are to be untopped. Minimum size shall be 24 inch box. When 24 inch box trees are not available, smaller size tree may be planted; however, the spacing must remain as indicated above. Size standards are to be comparable with those listed in the Valley Crest Nursery catalog. According to Sunset Western Garden, this plant thrives and does well in climate zones 2-22.

Option 2:

Principal tree:

<u>Botanical Name</u>	<u>Common Name</u>	<u>Quantity/Spacing</u>	<u>Size</u>
Pinus halepensis	Aleppo Pine	1	15 Gal.

Features: An evergreen tree with a moderate to fast growth 30-60 feet high. The crown is open and irregular.

Comments: The trees are to be untopped. Sidewalks are to be protected from root intrusion by the installation of a root barrier. Size standards are to be comparable with those listed in the Valley Crest Nursery catalog. According to Sunset Western Garden, this plant thrives

and does well in inland as well as coastal areas. No specific climate zone is indicated.

Companion tree:

Prunus c. 'Atropurpurea'. See page 105 for Features and Comments

- (3) Streets with no overhead utilities and where roadway lighting spacing does not conform to the 90-95 ft. standard (but is not less than 80 ft.)
- shall be one of the following options which includes a principal tree and a companion tree. The principal tree is to be centered between the street lights, while one companion tree shall be planted on either side of the principal tree, centered between the street light and the principal tree. No more than one category may be selected for each set of block faces of a given street. These trees are to be planted in a reasonably straight line within the parkways.

Option 1:

Principal tree:

<u>Botanical Name</u>	<u>Common Name</u>	<u>Quantity/Spacing</u>	<u>Size</u>
Ginkgo biloba	Maidenhair Tree	1	24" Box

- Features: A deciduous tree which is attractive in any season, especially in fall when the leaves suddenly turn gold color. Can grow 70-80 feet, but most mature trees are 35-50 feet in height. The initial growth habit is slow and the plant requires more water during this period; however becomes self sufficient once established.
- Comments: The trees are to be untopped. Sidewalks are to be protected from root intrusion by the installation of a root barrier. Minimum size shall be 24 inch box. When 24 inch box trees are not available, a smaller size tree may be planted; however, the spacing must remain as indicated above. Only the **male** of the species is to be planted. Size standards are to be comparable with those listed in the Valley Crest Nursery catalog. According to Sunset Western Garden, this plant thrives and does well in climate zones 1-9, 14-24.

Companion tree:

Prunus c. 'Atropurpurea'. See page 105 for Features and Comments

Option 2:

Principal tree:

<u>Botanical Name</u>	<u>Common Name</u>	<u>Quantity/Spacing</u>	<u>Size</u>
Pittosporum phillyraeoides	Willow Pittosporum	1	24" Box

- Features: A small evergreen tree with weeping structure and slow growth to 20 feet high. Small, yellow, bell-shaped, fragrant flowers born along drooping branches in late winter, early spring, followed by deep yellow fruit. Plant tolerates heat and drought.

Comments: The trees are to be untopped. Minimum size shall be 24" inch box. Size standards are to be comparable with those listed in the Valley Crest Nursery catalog. According to Sunset Western Garden, this plant thrives and does well in climate zones 9, 12-24.

Companion tree:

Prunus c. 'Atropurpurea'. See page 105 for Features and Comments

(4) Streets with overhead utilities and where the standard roadway lighting spacing of 90-95 ft. is maintained

- Select one of the following options which includes a principal tree and a companion tree. The principal tree is to be centered between the street lights, while one companion tree shall be planted on either side of the principal tree, centered between the street light and the principal tree. No more than one category may be selected for each set of block faces of a given street. These trees are to be planted in a reasonably straight line within the parkways.

Option 1:

Principal tree:

<u>Botanical Name</u>	<u>Common Name</u>	<u>Quantity/Spacing</u>	<u>Size</u>
Fraxinus velunita	Arizona Ash	1	15 Gal.

Features: A small deciduous tree with fast growth to 30 feet and slightly wider spread. Water requirement for this plant is moderate to low.

Comments: Standard trunk trees only are to be planted. The trees are to be untopped. Size standards are to be comparable with those listed in the Valley Crest Nursery catalog. According to Sunset Western Garden, this plant thrives and does well in climate zones 8, 9, 10-24.

Companion tree:

Prunus c. 'Atropurpurea'. See page 105 for Features and Comments

Option 2:

Principal tree:

<u>Botanical Name</u>	<u>Common Name</u>	<u>Quantity/Spacing</u>	<u>Size</u>
Acacia farnesiana	Sweet Acacia	1	24" Box

Features: A deciduous tree with a moderate growth to 20 feet and 20-25 feet spread. Leaves are feathery and finely divided. Flowers are deep yellow, fragrant balls and are present most of the year.

Comments: The trees are to be untopped. Sidewalks are to be protected from root intrusion by the installation of a root barrier. Minimum size shall be 24 inch box. When 24 inch box trees are not available, smaller size tree may be planted; however, the spacing must remain as indicated above. Size standards are to be comparable with those listed in the Valley Crest Nursery catalog. According

to Sunset Western Garden, this plant thrives and does well in climate zones 14-24.

Companion tree:

Prunus c. 'Atropurpurea'. See page 105 for Features and Comments

- (5) Street trees for streets with overhead utilities and where roadway lighting spacing does not conform to the 90-95 ft. standard (but is not less than 80 ft.)
- Select one of the following options which includes a principal tree and a companion tree. The principal tree is to be centered between the street lights, while one companion tree shall be planted on either side of the principal tree, centered between the street light and the principal tree. No more than one category may be selected for each set of block faces of a given street. These trees are to be planted in a reasonably straight line within the parkways.

Option 1:

Principal tree:

<u>Botanical Name</u>	<u>Common Name</u>	<u>Quantity/Spacing</u>	<u>Size</u>
Rhus lancea	African Sumac	1	24" Box

Features: An evergreen tree with open, spreading habit and graceful weeping outer branches and slow growth to 25 feet. Leaves are willow like and dark green. Very drought tolerant, attractive airy tree, with interesting branch pattern and dark red, rough bark.

Comments: Multi trunk trees only are to be planted. The trees are to be untopped. Sidewalks are to be protected from root intrusion by the installation of a root barrier. Minimum size shall be 24 inch box. When 24 inch box trees are not available, smaller size tree may be planted; however, the spacing must remain as indicated above. Size standards are to be comparable with those listed in the Valley Crest Nursery catalog. According to Sunset Western Garden, this plant thrives and does well in climate zones 8, 9, 12-24.

Companion tree:

Prunus c. 'Atropurpurea'. See page 105 for Features and Comments

Option 2:

Principal tree:

<u>Botanical Name</u>	<u>Common Name</u>	<u>Quantity/Spacing</u>	<u>Size</u>
Chilopsis linearis	Desert Willow	1	15 Gal.

Features: Deciduous, open, and airy when trained as a small tree. Fast growing initially, but slows down and levels off at about 25 feet high. Flowers look somewhat like catalpas', trumpet shaped with crimped lobes-pink, white, rose, or lavender, marked with purple. Flowers appear in spring and often through fall.

Comments: Multi trunk trees only are to be planted. The trees are to be untopped. Sidewalks are to be protected from root intrusion by the installation of a root barrier. Minimum size shall be 15 gallon. Size standards are to be comparable with those listed in the Valley Crest Nursery catalog. According to Sunset Western Garden, this plant thrives and does well in climate zones 11, 13, 18-21.

Companion tree:

Prunus c. 'Atropurpurea'. See page 105 for Features and Comments

(6) Other plant materials related to parkway landscaping is discussed on page 98.

Note: In certain parts of the City, existing streets lined with a single tree species may be replanted with the same species provided that (1) the tree is included on the Bureau of Street Maintenance Street Tree Division's Street Tree Selection Guide as a drought tolerant tree species and (2) the selection meets the Street Tree Division's approval.

3. Standard (Vehicle-Priority) Streets:

a. Crosswalks

- i. Design Objective
 - To create an identifiable zone for pedestrians to cross the roadway.
- ii. Transportation Element Standards
 - Minimum 10 ft. wide crosswalk with single 12" wide stripe line on each side.
 - Minimum 15 ft. wide crosswalk (20 ft. width recommended) at controlled intersections adjacent to transit rail platforms/portals.
- iii. Transportation Element Guideline
 - Bold/extensive striping is recommended for crosswalks at controlled intersections adjacent to rail platform/portals.

b. Curb Ramps

- i. Design Objectives
 - To improve slope/texture/ transition to pavement and sidewalk.
 - To accommodate visually and mobility impaired persons, baby carriages, luggage carts, etc.
- ii. Transportation Element Guideline
 - Expanded design standards are needed for optimal design/texture for detection by the blind and utilization by disabled in wheelchairs; these improvements must also comply with mandatory State and Federal standards.

c. Sidewalks

i. Sidewalk Dimension

(1) Design Objective

- To promote safety by providing adequate distance between the pedestrian and motor vehicles.

(2) Transportation Element Standards

- Minimum 10 - 12 ft. width (this includes sidewalk and parkway). Refer to Section VI.A for specific minimum width for each street designation.
- Minimum 10 ft. wide for arterial streets not fully dedicated and/or improved.
- Minimum 15 ft. width on all block faces in the vicinity of fixed rail portal or platform (15 ft. sidewalk extends into and occupies the parkway adjacent to transit portals or platforms). Easements may be required in addition to the standard dedication in order to achieve this width.

ii. Sidewalk Paving

(1) Design Objective

- To define this less intensely used sidewalk by selecting a uniform pavement material.

(2) Transportation Element Standard

- Plain light grey concrete; however, a permeable walkable surface such as decomposed granite or interlocking bricks should be considered in order to improve growing conditions for the street trees and reduce the likelihood of root damage to the sidewalks.

iii. Transit Station Vicinity Sidewalk Paving

• Design Objectives

- To define space set aside for users of the mass transportation system.
- To create a special theme or follow an existing one where precedent has been set.
- To select paving materials compatible with those used in buildings within a certain community, which might have significant historic and/or cultural value.

(2) Transportation Element Guidelines

- Alternative color and/or texture such as stamped concrete and exposed aggregate at transit stations and bus stops.
- Use of other paving materials such as brick, or combination of standard grey concrete and brick borders at transit stations and bus stops.
- Special patterns at transit stations.

d. Signalization

It is presumed that vehicle priority streets have time-phased signalization; no single standard proposed.

e. Street Furniture

Note that virtually all street furniture require the issuance of a revocable permit from the Bureau of Street Services prior to placement in the public right-of-way.

i. Benches

(1) Design objective

- To provide an additional street amenity, especially for the elderly and the disabled.

(2) Transportation Element Guidelines

- Install 1 bench per block face.
- Install a sturdy bench with an attractive design.

ii. Bike Racks

(1) Design objectives

- To promote the use of bicycles as an alternative to cars.
- To provide a convenient and secure bike parking area for those who bike to transit stations to continue on to their destination through the mass transportation system.
- To provide convenient and secure parking facilities at public buildings, shopping centers, multiple housing developments, theaters, parks, and similar trip generators.

(2) Transportation Element Guidelines

- Install minimum of ten (10) bike racks per transit station, plus sufficient number per block face depending upon the type and number of businesses.
- Coordinate with Bicycle Plan Implementation Programs P16 and P26. These may include parking meter-mounted bike racks.

iii. Bollards

(1) Design Objectives

- To allow for creation of a special activity zone by separating sidewalk from the roadway or and extended front yard through an addition physical barrier.
- When equipped with illumination, to provide a low level light source for pedestrians.

(2) Transportation Element Guideline

- Bollards should be considered around buildings where due to design considerations much deeper front or side yard(s) have been set aside for public plazas.

iv. Bus Shelters

(1) Design Objectives

- To encourage transit use.
- To provide shelter against atmospheric changes/wind/sun.

(2) Transportation Element Standard

- Install at all limited bus stops and/or at intersections of major and secondary highways served by bus, provided that: existing sidewalk

width is greater than or equal to ten (10) feet; and there are at least one hundred (100) daily boardings at the bus stop.

v. Newspaper Racks

(1) Design Objective

- To provide mass transit users and others the opportunity to avail themselves of various newspapers as they need to.

(2) Transportation Element Guideline

- Install a grouping of various newspaper racks near bus stops located at intersections of major highways with other major highways.

vi Planters

(1) Design Objectives

- To introduce an additional landscape element or an alternative to parkway landscaping.
- To be used in connection or combined with bollards; particularly where parkway landscaping is not possible.

(2) Transportation Element Guidelines

- Material, texture, and design of planters may be selected to match other street furniture and be placed on a stand alone basis or in connection with one or more of the above referenced furniture.
- Planters should not exceed 36 inches in height.

(3) Application

- Along those streets in commercially zoned areas of the city where the existing sidewalks are too narrow (less than 12 feet) for meaningful landscaped parkways as referenced above. Minimum sidewalk width for placement of planters is 10 feet. Only one of the following options may be selected for each set of block faces of a given street:
 - Four planters are to be placed and spaced at regular intervals between street lights but a minimum of 15 feet from the tree trunk of any street tree. No planter box shall be installed closer than 20 feet from the limit line or the approach line of a pedestrian crosswalk; and will be planted with the following tree and ground covers: (ground covers are to be planted alternatively and never mixed in one planter).
 - Select one of the two following planting options:

Option 1:

Plant Material	Botanical Name	Common Name	Quantity/ Spacing	Size	Notes
Tree	Thevetia peruviana	Yellow Oleander	1	5 Gal.	See page 90 for Features and Comments
Ground Cover	Hypericum calycinum	Creeping St. Johnsworth	18" o.c.	flat	See page 90 for Features and Comments
Ground Cover	Vinca Major	Periwinkle	6" o.c.	flat	See page 90 for Features and Comments
Ground Cover	Ajuga reptans 'Purpurea'	Carpet Bugle	3	1 Gal.	See page 91 for Features and Comments

Option 2:

Plant Material	Botanical Name	Common Name	Quantity/ Spacing	Size	Notes
Tree	Caesalpinia pulcherrima	Red Bird of Paradise	1	15 Gal.	See page 91 for Features and Comments
Ground Cover	Gardenia Jasminoides 'Radicans']	Gardenia	1	3 Gal.	See page 91 for Features and Comments
Ground Cover	Pelargonium peltatum 'Summer Showers'	Ivy Geranium	6" o.c.	flat	See page 92 for Features and Comments
Ground Cover	Lantana montevidensis	Trailing Lantana	3	1 Gal	See page 91 for Features and Comments

- In ground level plazas, in connection with, or in place of, the required landscaping for the front setback:
 - Plants are to be planted with drought tolerant and sun-loving ground covers and trees. Ground covers are to be planted alternatively and never mixed in one planter.

vii. Trash Receptacles

(1) Design Objectives

- To promote the use of trash receptacles thereby improving the streetscape.
- To enhance community character.

- (2) Transportation Element minimum standard
 - Install at all bus stops.
 - Construct with sturdy, solid material with special design and covered top.

f. Street Lights

- i. Design Objectives
 - To provide safety and security for motorists and pedestrians.
 - Where appropriate, to create community character and enhance community identity.
- ii. Transportation Element Standards
 - Roadway lighting: 90-95 ft. spacing with a fixture height of 35-45 ft.
 - Pedestrian scale lighting (dual system) as well as roadway lighting is required on block faces which include a transit portal or platform.
 - Plain pole design; decorative pole, including larger base, recommended where appropriate (e.g. HPOZ area).
 - Pedestrian lighting: 30-45 ft. spacing with a maximum fixture height of 15 ft.

g. Street Trees

- i. Design Objectives
 - (1) To improve the streetscape by giving dominance to tree canopies rather than to signs.
 - (2) To enhance community identity by selecting certain species for different communities throughout the City.
- ii. Transportation Element Standard
 - (1) Precise siting of street trees shall be determined by the Street Tree Division of the Bureau of Street Services on a case by case/block face by block face basis, taking into account street lighting fixture spacing and any overhead utilities. Trees should be planted at a maximum 35-40 feet on center with minimum four foot by four foot (4' x 4') tree wells and permeable tree grates. Street tree species shall be selected from the Street Tree Division Street Tree Selection Guide, consistent with the City's Master Tree Plan.

D. SCENIC HIGHWAYS GUIDELINES

Corridor Plans for each designated Scenic Highway should be prepared in accordance with each Scenic Highway corridor's individual scenic character or concept. These Corridor Plans may be incorporated into specific plan or district plan ordinances. In the absence of such adopted Scenic Corridor Plans, the following interim guidelines are established as part of this Element:

1. Roadway

- a. Design and alignment of a Scenic Highway roadway must include considerations of safety and capacity as well as preservation and enhancement of scenic resources. However, where a standard roadway design or roadway realignment would destroy a scenic feature or preclude visual access to a scenic feature cited in Appendix E of this Element, design alternatives must be considered through preparation of an environmental impact report.
- b. Design characteristics such as curves, changes of direction and topography which provide identity to individual Scenic Highways shall be preserved to the maximum extent feasible.

2. Earthwork/grading

- a. Grading for new cuts or fills shall be minimized. Angular cuts and fills shall be avoided to the maximum extent feasible.
- b. All grading shall be contoured to match with the surrounding terrain.
- c. In order to negate the environmental impacts of grading in designated Hillside Areas (as depicted on Bureau of Engineering Basic Grid Map N°. A-13372), maximum effort shall be made to balance cut and fill on-site.

3. Planting/landscaping

- a. Fire-resistant native plants and trees shall be utilized in any parkway landscaping along Scenic Highways located within designated Hillside Areas.
- b. In designated Hillside Areas, where previous plant material has been washed away or destroyed (due to excessive rainfall, fire, grading, etc.) erosion-controlling plants shall be planted to prevent erosion and mud/land slides. Such Hillside parkways and slope easements shall either be hydro-seeded, or terraced and then planted, with native fire-resistant plants.
- c. Outstanding specimens of existing trees and plants located within the public right-of-way of a Scenic Highway shall be retained to the maximum extent feasible within the same public right-of-way.
- d. Low-growing ground cover and/or shrubs shall be utilized as parkway planting along Scenic Highways in order to avoid blocking a desirable view of a scenic feature listed

in Appendix E of this Element. Plant material size at maturity as well as overall scale of plants within the landscaped area must be carefully studied in the site analysis and design stages.

- e. Landscaped medians of Scenic Highways shall not be removed. Such medians may be reduced in width (1) to accommodate left turn channelization within one hundred feet of a signalized intersection; or (2) to accommodate a designated Class II bikeway provided that there is compliance with Guideline 3c above, and that the resulting median width is not less than eight (8) feet.

4. Signs/outdoor advertising

- a. Only traffic, informational, and identification signs shall be permitted within the public right-of-way of a Scenic Highway.
- b. Off-site outdoor advertising is prohibited in the public right-of-way of, and on publicly-owned land within five hundred feet of the center line of, a Scenic Highway.
- c. A standard condition for discretionary land use approvals involving parcels zoned for non-residential use located within five hundred feet of the center line of a Scenic Highway shall be compliance with the sign requirements of the CR zone.
- d. Designated Scenic Highways shall have first priority for removal of nonconforming billboards or signs. Such priority extends to properties located along, or within five hundred feet of the center line of, designated Scenic Highways.

5. Utilities

- a. To the maximum extent feasible, all new or relocated electric, communication, and other public utility distribution facilities within five hundred feet of the center line of a Scenic Highway shall be placed underground.
- b. Where undergrounding of such utilities is not feasible, all such new or relocated utilities shall be screened to reduce their visibility from a Scenic Highway.

E. SCENIC BYWAYS GUIDELINES

Guidelines for Scenic Byways designated in the Community Plans should be established as part of the Community Plan Update or Revision process, with guidelines tailored to local considerations. Such guidelines may be incorporated into the Community Plan text or into a Community Design Overlay (CDO). Guidelines for scenic byway protection and/or enhancement should consider the following aspects:

1. Roadway design and alignment
2. Parkway planting/landscaping
3. Signs/outdoor advertising restrictions
4. Utilities (e.g. undergrounding of new or relocated utility facilities)
5. Opportunity for enhanced non-motorized circulation

CHAPTER VII - IMPLEMENTATION PROGRAMS

A. TRANSPORTATION ELEMENT IMPLEMENTATION PROGRAMS

An implementation program is an action, procedure or program which carries out General Plan/Transportation Element policy. The Transportation Element of the General Plan is implemented by a broad range of programs which encompass amendments to existing plans, ordinances, development standards and design guidelines; capital investments/projects; coordination of economic development/development review processes; and interagency/interjurisdictional coordination. This Chapter Section A describes each of the implementation programs and identifies the City agency(cies) responsible for implementation. Each program is preceded by the letter "P" and a number which are used as a reference in Chapter IV by the pertinent policy(ies) which it implements.

Section 6 of the City of Los Angeles Bicycle Plan (Chapter IX of this Element) also includes a list of implementation programs specific to the Bicycle Plan.

Program implementation is in large part contingent upon the availability of adequate funding. Funding is likely to change over time due to economic conditions and to fluctuations in the priorities of federal, state and regional funding agencies. An investment strategy for transportation infrastructure is presented in Section B of this Chapter.

Plans and Policies

- P1.** Amend the Community Plans, as part of the Community Plan Update Program (1) to reflect Transportation Element objectives and policies in the Circulation section of each Community Plan text; (2) to incorporate the Transportation Element Highways and Freeways system into each Community Plan Generalized Circulation map; (3) to identify pedestrian priority street segments; and (4) to identify transit oriented districts.

Schedule: Ongoing

Responsibility: Department of City Planning, with assistance from the Department of Transportation (LADOT)

- P2.** As part of the Community Plan Update Program, develop Transportation Improvement and Mitigation Plans (TIMPs) for each Community Plan area which (1) set forth recommended measures to mitigate impacts of future traffic growth and (2) define neighborhood traffic management strategies to protect residential areas from the intrusion of traffic from nearby commercial and/or industrial development and of regional traffic. Recommended traffic mitigation measures shall be set forth in the following categories, as appropriate:

- a. Transit
- b. Transportation Demand Management (TDM)
- c. Transportation System Management (TSM)
- d. Street/Highway Infrastructure
- e. Parking Management

Schedule: Ongoing

Responsibility: LADOT with assistance from the Departments of City Planning and Public Works

- P3.** Develop local accessibility plans (LAPs) for selected centers and districts which will expedite approvals of new development applications and streamline project review for traffic mitigation procedures. Each LAP should consider inclusion of each of the following components:
- a. Transit access component: to determine the appropriate minimum level of transit service/accessibility based on assessment of current and future conditions, and to identify actions to achieve that level of service/accessibility.
 - b. Pedestrian facilities component: to identify pedestrian circulation/ amenity needs and direct pedestrian access from transit facilities to adjacent commercial development.
 - c. Shared-parking component: to identify locations and sizes of shared-use parking facilities to be utilized within the targeted growth area.
 - d. Bicycle access component: to provide for safe and efficient bicycle access within the targeted growth area.
 - e. Vehicular circulation component: to identify a menu of mitigation measures and provides for adequate internal circulation of vehicles, including delivery trucks.

Schedule: Initiate a pilot LAP within 24 months of Element adoption.

Responsibility: LADOT with assistance from the Departments of City Planning and Public Works

- P4.** Review the policies of current plans such as the Port of Los Angeles 2020 Plan (Pier 300/400 Implementation Program) and the LAX Master Plan and where needed, resolve any inconsistencies with the Citywide General Plan Framework and Transportation Element.

Schedule: Ongoing

Responsibility: Departments of City Planning, Transportation, Harbor, Airports and Public Works.

- P5.** As part of the LAX Master Plan and the Van Nuys Airport Master Plan, define strategies to provide sufficient commercial and general aviation capacity as well as adequate ground access to aviation facilities to serve the passenger and freight air travel needs of the region, while minimizing the environmental impacts of expansion.

Schedule: Ongoing, as master plans are prepared.

Responsibility: Department of Airports, with assistance from the Departments of City Planning and Transportation

- P6.** Formulate/update street lighting plans to develop an inventory of nighttime visibility requirements for all streets in Los Angeles. Consider the following actions when developing/updating these plans:
- a. Correlate needs for nighttime vision with approved standards;
 - b. Correlate existing conditions with the established needs;
 - c. Establish the long term objectives for improvement of lighting consistent with City street improvement policies;
 - d. Define and promote a Street Lighting Equipment Selection Policy to assure due process and maximum choice for communities of special street light equipment subject to their willingness to pay. Replace standard street lights and develop strategies to preserve historic street lights while replacing their original lumens with more energy efficient lights;
 - e. Participate in national and international studies and programs relating to light use, management and control;
 - f. Develop a data base of recommendations and model regulations which can be applied in various communities within Los Angeles; and
 - g. Develop recommendations for financing and enforcing regulations for control of obtrusive light.

When formulating/updating plans, determine appropriate regulations for private lighting to minimize or eliminate light pollution, light trespass and glare (obtrusive light).

Schedule: Ongoing

Responsibility: Department of Public Works (Bureau of Street Lighting)

- P7.** Prepare Scenic Corridor Plans, where appropriate, for designated Scenic Highways. Such Corridor Plans shall at a minimum: 1) define corridor boundaries; and 2) establish scenic/development control measures to be applied to the public right-of-way which address earthwork/grading, planting and landscaping, signs/off-site advertising, utilities, and view enhancement.

Schedule: Ongoing, as corridor plans are initiated by City Council.

Responsibility: Department of City Planning, with assistance from the Departments of Public Works and Cultural Affairs.

Ordinances

- P8.** Amend the Municipal Code to implement the policies and standards of the General Plan Framework and Transportation Elements. The amendments described below are representative of actions which may be required.
- a. Establish incentives to stimulate development and desired uses (e.g. mixed use, community facilities, affordable housing) in centers and districts as identified in the Community Plans and adjacent to transit stations/corridors.
 - b. Establish reasonable Crime Prevention through Environmental Design (CPTED) requirements that will help ensure maximum visibility and security for entrances, pathways and corridors as well as open space (both public and private), transit shelters and parking lots/structures. Such Code amendments should also address landscaping and lighting in addition to site design.
 - c. Establish improved standards for non-residential buildings to include adequate loading dock areas and/or off-street truck staging areas, as appropriate.
 - d. Revise Municipal Code provisions regarding parkway planting (LAMC 62.00 et seq.), as appropriate, to enable implementation of the Streetscape guidelines and standards set forth in Chapter VI-C. of this Element.

Schedule: Initiate within 12 months of Element adoption, and ongoing, as necessary.

Responsibility: Department of City Planning, with assistance from LADOT and the Departments of Public Works, Cultural Affairs, and Building and Safety.

- P9.** Modify, as necessary, the Building Code to: (a) facilitate and guide the development of mixed use structures, and to facilitate the inclusion of school space, libraries, and other community facilities in such structures; and (b) establish enhanced standards for parking structures and parking garages in order to accommodate full-size vans (for vanpools) as well as motorcycles.

Schedule: Initiate within 12 months of Element adoption.

Responsibility: Departments of City Planning and Building and Safety

- P10.** Convene the Street Standards Committee to study and recommend Municipal Code amendments and revisions to Bureau of Engineering Standard Plan D-22549 and LAMC 12.37-H. to reflect the generalized street standards and guidelines set forth in this Element; proceed to process the recommended amendments and revisions.

Schedule: Within 12 months of Element adoption.

Responsibility: City Planning Department, with assistance from LADOT and the City Engineer

P11. Amend the City's TDM ordinance (LAMC 12.26-J) to include: (a) preferential parking for zero-emission and alternate fuel vehicles; and (b) support facilities for zero-emission vehicles, as appropriate.

Schedule: Initiate within five years of Element adoption.

Responsibility: City Planning Department with assistance from LADOT

Development Standards and Guidelines

The following may be implemented through (1) guidelines to be adopted by the City Planning Commission and/or City Council or (2) codification (ordinances) enacted by City Council:

P12. Formulate citywide development standards which:

- a. Require whenever practicable, driveway access to buildings from side streets or alleys in order to minimize interference with pedestrian access and vehicular movement (for properties with frontage along major or secondary highways).
- b. Require, whenever possible, off-street loading/dock facilities for all non-residential buildings, sufficient to accommodate the shipping and receiving needs of such buildings.
 - (1) Require expanded truck loading and turning areas on-site in industrial areas and for large shopping centers.
 - (2) Revise geometric design standards for street intersections in and around industrial areas with high truck volumes.
- c. Encourage transit friendly site design, where appropriate. (See also **P9**). This includes management of curb areas adjacent to transit centers to facilitate smart shuttles and taxi queuing.
- e. Protect lower density residential areas from the intrusion of "through traffic" by implementing neighborhood traffic management programs. These programs shall include measures to reduce/control speeding and measures (including partial street closures) to reduce traffic volumes on neighborhood local streets. Any proposed partial street closure shall be subject to approval by LADOT and the Los Angeles Fire Department.

Schedule: Initiate within 12 months of Element adoption, and ongoing, as necessary.

Responsibility: Department of City Planning, with assistance from LADOT and the Departments of Public Works, Building and Safety, and Cultural Affairs; Community Redevelopment Agency (CRA)

P13. Further refine the Streetscape design objectives and guidelines set forth in this Element (Chapter VI-C.) through formulation of standards which:

- a. Set forth flexible, performance-based standards for alternative sidewalk and crosswalk paving materials/textures;
- b. Set forth specifications for location and type of street furniture which are flexible and performance-based; and which incorporate Crime Prevention through Environmental Design considerations;
- c. Provide clarity and predictability to all entities involved in implementing streetscape projects.

Schedule: Within 12 months of Element adoption.

Responsibility: Department of City Planning, with assistance from the Departments of Public Works and Cultural Affairs

- P14.** Formulate local standards for designated pedestrian oriented and transit oriented districts to account for each area's unique characteristics.

Schedule: Ongoing, as these districts are designated.

Responsibility: Department of City Planning, with assistance from LADOT and the Department of Public Works; CRA

Capital Improvements/Projects

- P15.** Continue to implement a five-year Capital Improvement Program (CIP) and to update it annually. This program will:

- a. Address the improvement of infrastructure and services utilizing information obtained from the City's Monitoring Program.
- b. Allocate funds for the design, construction and maintenance of public streetscape improvements.
- c. Prioritize transportation projects such that improvements are provided first in those areas in which growth is targeted and where deficiencies exist.

Schedule: Ongoing; every year with five-year projections.

Responsibility: Departments of Public Works and City Planning; LADOT; CAO; and other appropriate City agencies.

- P16.** Pursue the following Transit programs:

- a. Collaborate with other local and regional agencies to expand citywide bus and shuttle service miles each year to support increases in transit ridership.

Schedule: Ongoing

Responsibility: LADOT; City's LACMTA Board members

- b. Work with LACMTA to increase and improve transit service along high-demand bus routes and corridors in transit dependent areas to reduce bus overcrowding, and to implement transit priority arterial streets as designated in Chapter V. B of this Element; coordinate with adjoining jurisdictions.

Schedule: Ongoing

Responsibility: LADOT; City's LACMTA Board members - coordinate with LACMTA.

- c. Along with LACMTA, provide additional express bus and local bus service along major transit corridors in anticipation of future rail service and to reduce congestion in the thirteen (13) identified most heavily congested corridors (cf. Chapter II of this Element).

Schedule: Ongoing

Responsibility: LADOT; City's LACMTA Board members - coordinate with LACMTA

- d. Provide shuttles and other services which increase access to and within regional centers; community centers and districts as well as along mixed-use boulevards.

Schedule: Ongoing

Responsibility: LADOT

- e. Implement one supplemental program per year, as funding permits, to provide enhanced transit service between residential neighborhoods in economically disadvantaged areas and work opportunities.

Schedule: Ongoing; initiate within 12 months of Element adoption.

Responsibility: LADOT; Community Development Department; CRA

- f. Actively support (1) completion of the baseline rail system described in Policy 2.12 of this Element by 2010; (2) commencement of high capacity transit service in the East-West San Fernando Valley corridor by 2010; and (3) commitment to the four City priority corridors for high capacity transit service post-2010.

Schedule: Ongoing

Responsibility: City Planning Department; LADOT; City's LACMTA Board members

- g. Continue transit restructuring studies on a periodic basis to reduce the cost and enhance the effectiveness of transit service; coordinate with adjoining jurisdictions.

Schedule: Ongoing

Responsibility: LADOT; City's LACMTA Board members-coordinate with LACMTA.

- h. Actively support Alternative Rail Technology (ART) and/or busways utilizing publicly-owned railroad rights-of-way to extend transit service along the priority corridors set forth in Policy 2.13c of this Element.

Schedule: Ongoing

Responsibility: City Planning Department; LADOT; City's LACMTA Board members-coordinate with LACMTA.

- i. Progressively increase the proportion of transit vehicle fleets which are zero-emission (ZEV) and/or Alternate fuel (AFV) - such as the Advanced Technology Transit Bus.

Schedule: Ongoing

Responsibility: LADOT; City's LACMTA Board members-coordinate with LACMTA.

- j. Improve the design of transit centers to facilitate multi-modal use - especially the interface between rail/MTA buses and smart shuttles and/or taxis and pedestrian linkages.

Schedule: Ongoing

Responsibility: LADOT; City's LACMTA Board members-coordinate with LACMTA.

P17. Pursue the following Transportation Demand Management programs:

- a. Actively support the study of effective market incentives to achieve regional levels of trip reduction mandated by State and Federal Clean Air Acts; support regional implementation of feasible and effective market incentives.

Schedule: Ongoing

Responsibility: City Planning Department; Environmental Affairs Department; LADOT; Mayor's Office; City Council

- b. Encourage regional agencies to include the following measures when developing regional TDM programs for work trips:
 - (1) Provide for reduced on-site parking in exchange for park-and-ride lots in the TIMPs of Community Plans and Specific Plans.
 - (2) Create and expand Transportation Management Organizations (TMOs).

- (3) Develop and implement a comprehensive citywide or regionwide public education program to promote ridesharing and carpooling.
- (4) Encourage businesses to implement telecommuting, flextime, and teleconferencing.
- (5) Require new development projects to include bicycle storage facilities.
- (6) Design and implement a plan for transit priority arterial streets.
- (7) Implement shuttle bus programs to serve transit stations.
- (8) Implement the City and LACMTA bicycle plans.
- (9) Implement parking pricing and enforcement strategies.

Schedule: Ongoing

Responsibility: City Planning Department; LADOT; Environmental Affairs Department; Mayor's Office; City Council

- c. Encourage regional agencies to consider the following measures when developing regional TDM programs for non-work trips:
 - (1) Provide public education on TDM objectives and programs.
 - (2) Develop and adopt appropriate land use measures (e.g. mixed-use development).
 - (3) Expand local transit services and enhance safety and comfort.
 - (4) Expand the bikeway system, improve bicycle access, and provide bicycle parking facilities.
 - (5) Develop residential-based Transportation Management Organizations (TMOs).
 - (6) Provide merchant incentives (such as preferential parking, transit tokens, and discounts) for customers with bus passes.
 - (7) Provide park-and-ride shuttle services to activity centers and special events.

Schedule: Ongoing

Responsibility: City Planning Department; LADOT; Environmental Affairs Department; Mayor's Office; City Council

P18. Pursue the following Transportation System Management programs:

- a. Continue to implement ATSAC and Smart Corridor programs throughout the City, with ATSAC reaching 100% of all arterial (major and secondary highway) street intersections by the year 2010. Focus freeway Smart Corridors on HOV segments.

Schedule: Ongoing; set completion by 2010.

Responsibility: LADOT; coordination with Caltrans.

- b. Develop and implement neighborhood traffic management programs, including traffic calming, to preserve lower density residential areas and neighborhood shopping districts by preventing problems associated with intrusion of through traffic.

Schedule: Ongoing; initiate pilot program within 12 months of Element adoption.

Responsibility: LADOT, with assistance from City Planning Department and the Department of Public Works

- c. Implement peak hour parking restrictions on all arterial streets in the thirteen (13) most heavily congested corridors identified in Chapter II of this Element, where such restrictions would add a travel lane or bus lane; coordinate with adjoining jurisdictions.

Schedule: Ongoing

Responsibility: LADOT

P19. Pursue the following Highway Infrastructure programs:

- a. Grade separate arterial streets along freight and commuter rail lines.

Schedule: Ongoing

Responsibility: LADOT; Department of Public Works

- b. Strategically widen existing roadways to adopted standards (consistent with Policy 2.34 of this Element) through incremental implementation of the designated Highways and Freeways system, focusing on the thirteen identified congested corridors.

Schedule: Ongoing

Responsibility: LADOT; Department of Public Works

- c. Work closely with Caltrans, SCAG and LACMTA to prioritize freeway projects which:
 - (1) close gaps in the regional freeway system;
 - (2) provide relief at heavily congested freeway exchanges, such as the Fwy 101/Fwy 405 and the Fwy5/Fwy 110; and/or
 - (3) provide preference to HOV's.

Schedule: Ongoing

Responsibility: LADOT; City Planning Department; City's LACMTA Board members.

- d. Work with Caltrans and LACMTA to prioritize future highway investment in the Fwy 5/Fwy 405 corridors in the San Fernando Valley, along with a focus on the long-range Route 126 corridor and the Santa Clarita by-pass.

Schedule: Ongoing

Responsibility: LADOT, City Planning Department; City's LACMTA Board Members

P20. Pursue the following Parking Management programs:

- a. Develop and implement a Parking Awareness/Promotion program to increase acceptance of parking management by the general public.

Schedule: Initiate within 24 months of Element adoption.

Responsibility: LADOT

- g. Implement shared parking, peripheral parking, and parking pricing programs in major employment areas and mixed-use districts.

Schedule: Ongoing

Responsibility: LADOT; City Planning Department; CRA

- c. Improve and expand enforcement of on-street parking restrictions (e.g. time limits, tow away/no stopping, loading zones), especially where such restrictions provide an additional peak hour travel lane/bus lane or additional loading areas in industrial districts.

Schedule: Ongoing

Responsibility: LADOT

P21. Fund and implement streetscape improvements by:

- a. Establishing a priority funding program for streetscape improvements in regional and community centers, and along pedestrian priority street segments.
- b. Developing funding linkages between streetscape improvements and transit construction or other externally-funded programs.
- c. Working with the Department of Public Works to improve the visual appearance of streets by:

- (1) Permitting street trees to establish full canopies; and
- (2) Continuing to underground utilities consistent with City guidelines and regulations.

Schedule: Ongoing

Responsibility: Departments of City Planning, Public Works and Water and Power; LADOT.

- P22.** Continue operating and refining the existing computer-based Pavement Management System, which develops models to predict current pavement life cycle for each segment in the City's 6,500 mile system. Based on these models, develop optimum maintenance strategies to preserve the street system to the maximum extent permitted by the resources allocated for this purpose.

Schedule: Ongoing

Responsibility: Department of Public Works

- P23.** Continue utilizing a variety of cost effective maintenance techniques to more properly maintain streets in a perpetual good to excellent condition, with an emphasis on providing major maintenance in the form of full-width resurfacing prior to a street segment suffering more than 15 percent base failure, which would require significantly costlier reconstruction work.

Schedule: Ongoing

Responsibility: Department of Public Works

Economic Development/development Review Process

- P24.** Establish development facilitation programs/strategies and joint partnerships to accomplish the following:

- a. Form partnerships, where feasible, to jointly pursue large scale development project so as to stimulate development in key areas targeted for growth, such as at rail transit stations.
- b. Develop community-level transit accessibility plans which seek maximum opportunities for entrepreneurial services and other private sector initiatives, such as private sector participation in funding of shuttles or DASH service.
- c. Form partnerships, where feasible, to jointly pursue location of ZEV and AFV production facilities in the City of Los Angeles.

Schedule: As required.

Responsibility: Mayor's Office; Community Development Department; CRA; LACMTA; LADOT

- P25.** Initiate a series of district and center demonstration projects which employ pro-active measures for both attracting development to the centers and improving the physical and social environments of the centers and surrounding neighborhoods. These demonstration projects could involve public improvements, transit services, financial incentives and other economic development measures.

Schedule: Initiate process within 18 months of CGPF adoption.

Responsibility: Council Offices; Mayor's Office; CRA; LACMTA and other relevant City departments.

- P26.** Promote the commercialization of electric vehicles and other forms of electric transportation as a means of improving both air quality and economic development.

Schedule: Ongoing

Responsibility: Department of Water and Power

- P27.** Develop an Entrepreneurial Transit Opportunities program to encourage the development of community-based transit services such as shuttles that would be run by owner-operators.

Schedule: Initiate process within 18 months of CGPF adoption.

Responsibility: LADOT

- P28.** Maximize environmental review process efficiency through:

- a. The use of master environmental databases, and the Citywide General Plan Framework (CGPF) database, where appropriate;
- b. The use of consistent environmental assessment criteria for public and private development projects undergoing environmental review, as appropriate;
- c. Modification of Planning Department Standard Conditions for Mitigated Negative Declarations related to parking for development projects at the following locations:
 - a. Centers and districts (consistent with the TIMP for each respective center or district);
 - (2) Proximity of 1,500 feet or less to a fixed rail station;
 - (3) Proximity of 750 feet or less to a major bus route intersection.

Schedule: Ongoing; initiate amendment process within 18 months of CGPF adoption.

Responsibility: Departments of City Planning, Public Works, and Environmental Affairs; LADOT.

- P29.** Incorporate Transportation Element implementation, including Streetscape and Scenic Highway Guidelines, into development application review (e.g. zone changes, tentative tracts, periodic plan review).

Schedule: Ongoing; initiate immediately upon adoption of Element.

Responsibility: City Planning Department

- P30.** Incorporate Transportation Element policies into building permit application review and public works approvals, especially in regard to public street dedication and improvement, to streetscape guidelines, and to scenic highway guidelines.

Schedule: Ongoing; initiate immediately upon adoption of Element.

Responsibility: City Planning Department; Departments of Public Works and Building and Safety; LADOT

Studies/Data Collection and Procedural

- P31.** Establish a Citywide transportation database to be used in the Transportation Element monitoring program. The database should include at a minimum:

- a. Measures of accessibility at the Community Plan area level;
- b. Measures of mobility (including levels of service and mode split as well as vehicle miles traveled/vehicle hours traveled);
- c. Measures of plan implementation (such as TIMP adoption/LAP adoption).

Schedule: Initiate within 12 months of Element adoption.

Responsibility: Department of City Planning; LADOT

- P32.** Establish a component of the CGPF Monitoring Program which assesses transportation conditions and determines the extent of the City's progress toward attainment of Transportation Element goals and objectives.

Schedule: Within 12 months of Element adoption.

Responsibility: Department of City Planning with assistance from LADOT

- P33.** Closely monitor Federal and State legislative mandates which may restrict the Port and LAX cargo-handling capacity and passenger capacity; address such mandates through appropriate lobbying efforts.

Schedule: Ongoing

Responsibility: Departments of Airports and Harbor; Chief Legislative Analyst

P34. Expand the telecommuting program for municipal employees, as appropriate.

Schedule: Ongoing

Responsibility: City Council; Personnel Department

P35. Establish a simple, timely program (e.g. maximum three months approval time) by which residents and/or commercial property owners of any size area can request a standardized assessment district for the installation and maintenance of street trees, parkway planting and/or pedestrian-scale street lighting.

Schedule: Initiate within 24 months of CGPF adoption.

Responsibility: Departments of City Planning and Public Works

P36. Periodically evaluate fee structures, both in terms of monetary costs to developers and to the City in relation to other cities in the region. In connection with this evaluation, review the permit processing procedure in order to minimize or eliminate administrative complexity. Where appropriate, revise existing fee structures. In addition, periodically evaluate the fee collection schedules for infrastructure maintenance and improvements.

Schedule: Ongoing

Responsibility: Departments of City Planning, Public Works, and Building and Safety; LADOT.

P37. Take the following procedural actions in relation to the City's parks, greenway and open space resources:

- a. Provide for the installation of street trees to maintain open space corridors by developing a system incentives for private implementation of a street tree plan, including commitments of public maintenance for street trees planted through private efforts.
- b. Provide tax benefits for land gifts to the City (such as riverfront properties).

Schedule: Initiate within 24 months of CGPF adoption.

Responsibility: Departments of City Planning, Recreation and Parks, and Public Works

Interagency/Interjurisdictional Coordination

P38. Continue to cooperate with regional agencies, such as the South Coast Air Quality Management District, to develop regional transportation-related emission reduction measures. Many of the most effective measures to reduce vehicles trips require regional implementation. Consider the following potential strategies in this effort:

- a. Market incentives (including vehicle miles traveled charges);
- b. Voluntary rideshare measures;
- c. Parking pricing/parking cash-out;
- d. Local shuttle services to activity centers and special events;
- e. Enhanced service and improved safety and comfort of transit;
- f. Preferential parking;
- g. Bicycle paths and lanes and bicycle storage facilities construction; and
- h. Advanced transportation system technology, such as telecommunications, interactive government services via the internet, and telecommute work centers.

Schedule: Ongoing

Responsibility: Departments of City Planning and Environmental Affairs; LADOT

- P39.** Urge Caltrans, SCAG and LACMTA to consider lane conversions or reversible lanes, where appropriate, for freeway HOV projects as part of the countywide HOV plan, rather than costly freeway widening.

Schedule: Ongoing

Responsibility: Department of City Planning; LADOT

- P40.** Enhance the relationship among City departments/agencies and between City and non-City entities by taking the following actions:

- a. Continue to assure coordination of various city planning efforts related to growth, infrastructure, and service provision;
- b. Maintain and further enhance the dialogue between the City and adjoining jurisdictions, organizations, and public agencies that directly provide services and/or indirectly impact growth and development within Los Angeles, by establishing a mechanism that facilitates regular meetings between these entities.

Schedule: Ongoing

Responsibility: Department of City Planning and other relevant departments and agencies.

- P41.** Work cooperatively with the Sheriff's Department, State law enforcement agencies, and the police departments of adjoining jurisdictions in order to maintain and improve mutual assistance agreements, especially as these relate to transit system security and highway safety.

Schedule: Ongoing

Responsibility: Los Angeles Police Department

- P42.** Work closely with all City departments to ensure that their facilities are energy efficient and to develop the infrastructure to support an electric vehicle future.

Schedule: Ongoing

Responsibility: Department of Water and Power; Department of General Services

- P43.** Increase the portion of the City's service vehicle fleet which are zero-emission (ZEV) or low emission (AFV), subject to availability of funding. Aggressively seek funding to support this program.

Schedule: Ongoing

Responsibility: Department of General Services; Department of Water and Power; Harbor Department; Department of Airports

- P44.** Work collaboratively with adjoining jurisdictions, the private sector and LACMTA to finance and develop a modern intermodal freight facility at the northerly terminus of the Alameda Corridor and to coordinate goods movement improvements.

Schedule: Ongoing

Responsibility: LADOT; City's LACMTA Board members; Mayor's Office

- P45.** Work closely with SCAG and adjoining jurisdictions

- a. To ensure thorough environmental analysis, and proper placement, of any new pipelines which are to traverse any portion of the City.
- b. To ensure that growth in the North Los Angeles County area is planned and reviewed with full consideration of jobs/housing balance impacts.

Schedule: Ongoing

Responsibility: Mayor's Office; City Council; Chief Legislative Analyst; Environmental Affairs Department; City Attorney

- P46.** Work closely with LACMTA to review and refine the Long Range Plan, the Call for Projects protocols, and the County Congestion Management Program to ensure congruency with Transportation Element objectives and policies.

Schedule: Ongoing

Responsibility: City Planning Department; LADOT; City's LACMTA Board members

- P47** Closely monitor SCAG, LACMTA, and Caltrans regarding any proposed modifications of Freeway HOV lanes to accommodate High Occupancy Toll (HOT) lanes for toll use. The first demonstration projects in Los Angeles County should be for toll use by delivery trucks of five (5) tons or less, if toll use of HOV lanes is authorized.

Schedule: Ongoing

Responsibility: City's SCAG representatives; City's LACMTA Board members; Office of the Mayor; City Council; LADOT

- P48** Work closely with Southern California Association of Governments (SCAG) to ensure implementation of the 1998 SCAG Regional Transportation Plan (RTP) Aviation System policy recommendations relative to expansion of major regional airports.

Schedule: Ongoing

Responsibility: City representatives on SCAG Regional Council; Chief Legislative Analyst

B. INVESTMENT STRATEGY FOR TRANSPORTATION INFRASTRUCTURE

Implementation of many of the programs listed above in Section A. will require specific capital expenditures and operations funding. This section addresses funding requirements by:

- Establishing a method for prioritizing and linking identified transportation improvements to appropriate funding mechanisms. This method, which will be called the Strategic Transportation Investment Program, is designed to be comprehensive and flexible enough to accommodate inevitable changes in the way the City will pay for its transportation infrastructure through the year 2010. The Investment Program creates a framework by which the fluctuating spectrum of federal, state, and local funding sources can be rationally addressed and utilized to accomplish the long range goals of the Transportation Element through specific programs and projects.
- Linking the City's Transportation Improvement and Mitigation Programs (TIMPs) for Transportation Study Districts and Community Plan areas to the Strategic Transportation Investment Program.
- Setting City policy regarding specific aspects of the current funding and legislative environment for transportation as they relate to the Transportation Element.

Strategic Transportation Investment Program

The Department of Transportation, with assistance from the Department of City Planning, shall take the lead role in establishing a Strategic Transportation Investment Program for adoption by the City Council within one year of adoption of this Element, with periodic updates thereafter. This Investment Program shall consist of existing and planned transportation projects and programs which address the goals and objectives of the Transportation Element. The Investment Program shall contain:

1. An Inventory of Transportation Programs and Projects, including those identified in the City's specific plans, community plans, transportation improvement and mitigation plans (TIMPs), Capital Improvement Program (CIP), and applicable regional plans; those identified as necessary improvements by the Mayor, Council and other City agencies; and those planned in conjunction with other jurisdictions.

The Inventory shall identify each program and project according to several factors, including location (Transportation Study District and Community Plan area), scope, mode, type, origin, and funding source. This will provide a set of baseline performance indicators for evaluating and prioritizing programs and projects according to implementation considerations current for each year. Other performance indicators may be developed and added as needed to reflect specific objectives (e.g., economic development, air quality).

Each program and project in the Inventory shall be identified according to the following factors:

- a. **Location**
 - i. Transportation Study District
 - ii. Community Plan Area

- b. **Scope**
 - i. Regional
 - ii. Citywide
 - iii. Corridor
 - iv. Community
 - v. Neighborhood
- c. **Mode**
 - i. Multimodal (Passenger)
 - ii. Non-Motorized
 - iii. Planning
 - iv. Streets and Roads
 - v. System Integration
 - vi. Transit
 - vii. Transportation Demand Management
 - viii. Intermodal (Goods Movement)
 - ix. Other (specify)
- d. **Type**
 - i. Existing Capital Project
 - ii. Planned Capital Project
 - iii. Existing Operating Program
 - iv. Planned Operating Program
 - v. Infrastructure Maintenance
 - vi. Other (specify)
- e. **Origin**
 - i. Regional Air Quality Management Plan
 - ii. Regional Transportation Plan
 - iii. Regional Transportation Improvement Program (RTIP)
 - iv. County Long Range Transportation Plan
 - v. County Congestion Management Plan (CMP)
 - vi. LACMTA "Call for Projects" List
 - vii. City Capital Improvement Program (CIP)
 - viii. City Capital Improvement Expenditure Program
 - ix. City Transportation Element
 - x. Transportation Study District TIMP
 - xi. Community Plan TIMP
 - xii. Other (specify)
- f. **Funding Sources**
 - i. Federal, State and County Funds
 - ii. Local Funds
 - iii. Operating Revenue
 - iv. Fees
 - v. Leveraging (specify)
 - vi. Other (specify)

2. A summary assessment of current and future system maintenance and capital replacement needs due to normal wear or functional obsolescence. The assessment shall be based upon a Transportation Infrastructure Management System which shall consist of an inventory of existing plant and equipment showing current condition, needed repairs, expected replacement date and expected replacement cost.
3. A summary assessment of the short-term and long-term viability of identified funding sources and the projects and programs they support. The assessment shall include an evaluation of the use of leveraging opportunities by the City (see Appendix G for a list of current funding sources).
4. A summary assessment of how the Strategic Transportation Investment Program relates to regional, state and national transportation goals and policies.
5. A finding of consistency between the Strategic Transportation Investment Program and the Transportation Element.

Transportation Study Districts

The City is currently divided into five Transportation Study Districts (TSDs) by the Department of Transportation (**Figure 12**). These districts correspond to program areas also utilized by the City Planning Department. Each TSD is comprised of five to ten Community Plan areas. The Department of Transportation prepares a Transportation Improvement and Mitigation Program (TIMP) for each TSD, which is updated on a biannual basis. These five TIMPs reflect needed transportation improvements for each of the TSDs based, in part, on current and projected traffic counts, population and land use.

Transportation projects and programs identified in the TSD TIMPs shall be included in the annual Strategic Transportation Investment Program. The five TSDs and their component Community Plan areas are indicated in **Table 15**.

Community Plan Updates

Implementation Program P1 of this Element calls for amendment of the Community Plans to reflect the Transportation Element, as part of the Community Plan Update process, while Program P2 specifies that Transportation Improvement and Mitigation Plans (TIMPs) be developed for each Community Plan area. These Community Plan TIMPs shall set forth mitigation measures for projected traffic growth, identify measures to meet trip reduction targets, and define neighborhood traffic management strategies to protect residential areas.

While essentially similar in scope to the Transportation Study District TIMPs, the Community Plan TIMPs are focused on much smaller geographic areas. The Community Plan TIMPs will draw from the TSD TIMP programs and projects to help address the particular transportation needs of the Community Plan area. The Community Plan Update Program process will allow community involvement and the balancing of different land use considerations in preparing the Community Plan TIMP. The Community Plan TIMPs will set forth specific transportation improvements which can be met through existing programs or future development exactions.

Transportation projects and programs identified in the Community Plan TIMPs shall be included in the annual Strategic Transportation Investment Program.

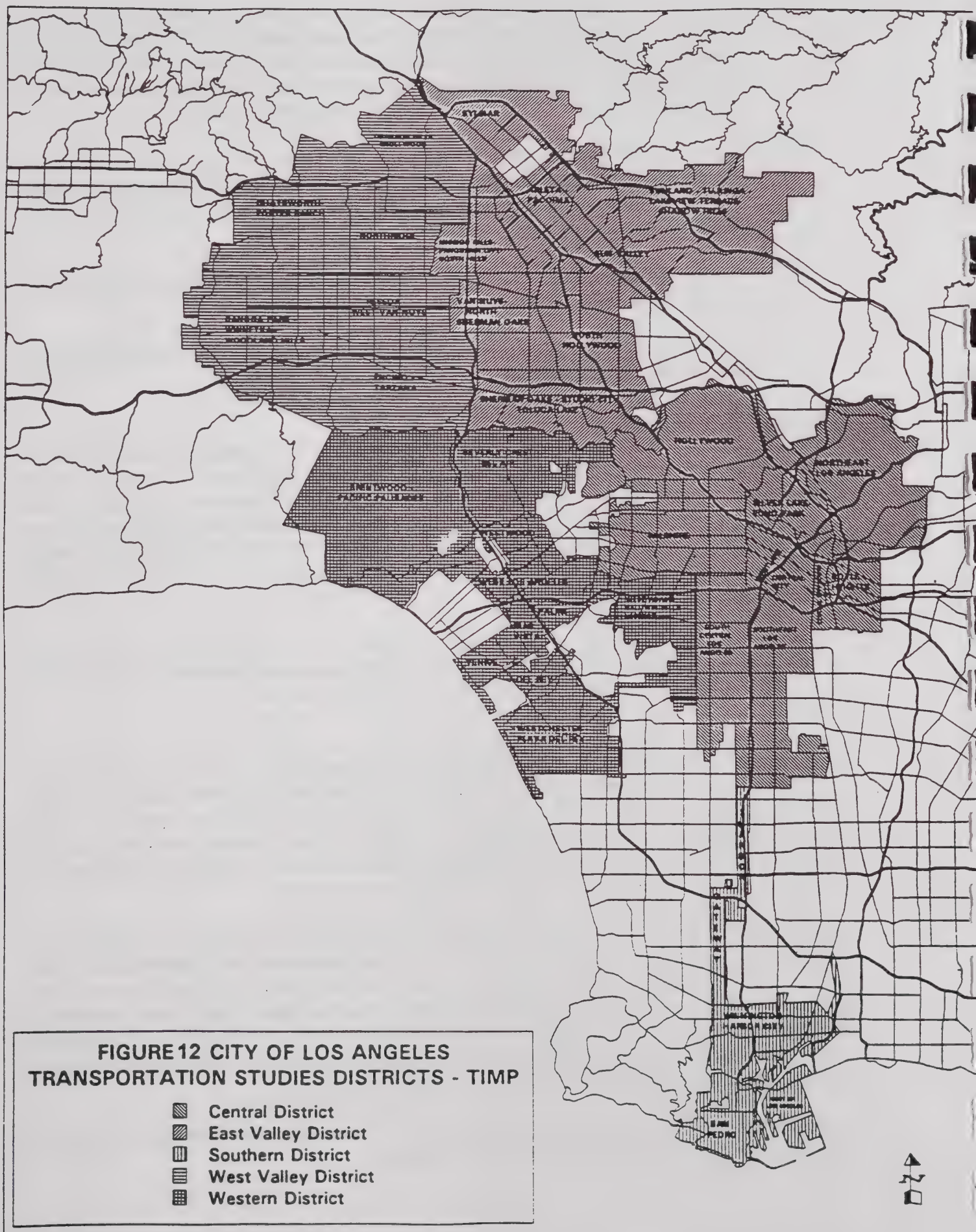


TABLE 15

TRANSPORTATION STUDY DISTRICTS (TSD)

TSD	COMMUNITY PLAN AREA
Central Los Angeles TSD	Boyle Heights Central City Central City North Hollywood Northeast Los Angeles Silver Lake/Echo Park South Central Los Angeles Southeast Los Angeles Westlake Wilshire
West Los Angeles TSD	Beverly Crest/Bel Air Brentwood/Pacific Palisades Palms/Mar Vista/Del Rey Venice West Adams/Baldwin Hills/Leimert West Los Angeles Westchester/Playa Del Rey Westwood
Harbor/San Pedro TSD	Harbor Gateway Port of Los Angeles San Pedro Wilmington/Harbor City
East San Fernando Valley TSD	Arleta/Pacoima Mission Hills/Panorama City/North Hills North Hollywood Sherman Oaks/Studio City/Toluca Lake Sun Valley Sunland/Tujunga/Lakeview Terrace/Shadow Hills Sylmar Van Nuys/North Sherman Oaks
West San Fernando Valley TSD	Canoga Park/Winnetka/Woodland Hills Chatsworth/Porter Ranch Encino/Tarzana Granada Hills/Knollwood Northridge Reseda/West Van Nuys

Source: City of Los Angeles Department of Transportation-Transportation Studies Division-January 1997.

Transportation Infrastructure Fees

Each Community Plan TIMP should consider whether to assess Transportation Infrastructure Fees for new development within all or part of its geographic area. If assessed, Transportation Infrastructure Fees should be based on a dollar amount per square foot formula rather than per projected trip.

Specific Actions for Implementation Relative to Transportation Infrastructure Financing Are:

P49. Actively support continued Federal funding of transit construction and support programs.

Schedule: Ongoing

Responsibility: City Council, Mayor, Chief Legislative Analyst

P50. Aggressively pursue innovative financing programs such as Federal and State infrastructure banks to expedite priority transportation projects.

Schedule: Ongoing

Responsibility: LADOT, Dept. of Public Works, City Council, Mayor, Chief Legislative Analyst

P51. Study a Citywide Infrastructure Fee for imposition. If deemed feasible and effective, then review Citywide Fee potential impacts on existing specific plan ordinance trip fees.

Schedule: Initiate study within 12 months of Element adoption.

Responsibility: City Planning Department, LADOT, City Attorney

P52. Actively support State and/or Federal legislation which generate funding, with growth potential, for transportation infrastructure. Preferred options in the current City legislative program for increasing revenues include:

- a. Provisions to enable sharing of truck weight fees with local jurisdictions.
- b. Selection of Los Angeles as the testing site for 100% federal- or state-funded Intelligent Transportation System (ITS) demonstration projects.
- c. Provisions to grant the City the authority to impose traffic assessment districts to include both existing and new development in the funding of site and areawide transportation mitigation.
- d. Reauthorization(s) of ISTEA consistent with its original mandate as set forth in the 1991 legislation.

- e. Provisions to enable/authorize use of Airport revenues by the City to fund highway and transit projects which directly benefit the airports.
- f. Provisions to maximize City access to Federal transportation funding by:
 - (1) extending the concept of “local match” to include locally-funded projects which augment federally-funded projects; and
 - (2) deferring or eliminating local match requirements for transportation projects located in economically disadvantaged areas of the City.

Schedule: Ongoing

Responsibility: City Council, Mayor, Chief Legislative Analyst

- P53.** Actively support revisions to LACMTA Call for Projects and CMP procedure which:
- a. Recognize accumulated CMP credits, through a valuation system, to enable local jurisdictions to earn bonus points in the Call for Projects review of applications and /or earn credit for local match funding; and
 - b. Reward local jurisdictions for project savings by allowing such savings to be applied to local match requirements and/or to be re-allocated to other grant projects in the same jurisdiction and program type.

Schedule: Ongoing

Responsibility: City Council, Mayor, City’s LACMTA Board members

- P54.** Utilize General Plan Framework and Transportation Element policies as criteria for funding decisions through the CIP, Proposition A and C programs, and screening of City applications for the LACMTA Call for Projects.

Schedule: Initiate process within 12 months of Element adoption.

Responsibility: LADOT, Dept. Of Public Works, City Council, Mayor, Chief Legislative Analyst, CAO

CHAPTER VIII - MONITORING / EVALUATION

Progress toward attainment of Transportation Element goals and objectives, as well as the performance of the Citywide transportation system described in this Element, must be monitored and evaluated on a regular basis. Regional plans, such as the Regional Transportation Plan and the Air Quality Management Plan, include monitoring and reporting requirements for the City, as does the County Congestion Management Program. The following Transportation Element monitoring and evaluation program utilizes measures commonly used by federal, state, and regional agencies. It responds to requirements of regional transportation and air quality mandates.

A. Programmatic Evaluation

As part of the General Plan Framework Monitoring Program, progress regarding Transportation Element Implementation Programs (Chapter VII.A) shall be reported, as described in Implementation Programs P31 and P32.

B. AQMP Compliance Evaluation

In 1994, the South Coast Air Quality Management District (SCAQMD) adopted a revised Air Quality Management Plan (AQMP) for the region; this was further revised in November, 1996. Any required Transportation Control Measures (TCMs) in the 1997 AQMP are included as programs and projects in the Transportation Element. A significant change in the 1994 AQMP was the transfer of monitoring responsibility from SCAQMD to SCAG. Local governments and regional agencies were made responsible for monitoring their actions and reporting the data to SCAG for inclusion in the annual report.

It was also recommended that the monitoring of each indicator take place at the transportation corridor level, Regional Statistical Area (RSA) level, county level, and city level as appropriate, in addition to the analysis done at the regional level. These requirements are consistent with evaluation methodology of this Transportation Element. The City will prepare compliance reports in the SCAG required format.

The repeal of SCAQMD Regulation XV (employer-based ridesharing) makes it difficult for the City to obtain and compile rideshare information. Collecting the rideshare performance information separate from regional and county agencies is a costly exercise for the City. Rideshare reporting is better left with the regional and county agencies who can collect the information in conjunction with other funded programs such as Origin and Destination surveys. Although not included in the Transportation Element evaluation, an air quality impact assessment was already prepared in the Citywide General Plan Framework Environmental Impact Report.

C. Citywide Transportation System Performance Evaluation

Pursuant to Policy 7.1 of the this Element, bi-annual statistics shall be reported on the following indicators for evaluation of system performance:

Accessibility- This indicator, similar to one utilized in the General Plan Framework, measures the accessibility of the population relative to employment opportunities. This measure is presented in 20 minute increments (from 20, 40 and 60) and is summarized by community plan area (See **Table 16**). This indicator measures the accessibility of jobs relative to the location

of population. The question it answers is “How many employment opportunities can an individual from any CPA get to in 20, 40 and 60 minutes?” This measure calculates the average number of jobs that can be reached by any resident of the CPA that ranges from 0 to 20 minutes, more than 20 to 40 minutes; and over 40 to 60 minutes. The calculation is prepared based on a work-to-home commute time. This is based on the PM Peak period which represents the worst commute condition. The calculation is prepared by identifying each zone that can be reached by the given time sheds. Once the zones are identified, the destination data (employment) is multiplied by the origin data (population) and divided by the origin data (population). The result gives the total number of jobs accessible by the population for each zone. All the zones for each individual CPA are then totaled and divided by the total population residing in the community. The quotient is the average number of jobs that can be accessed by a resident from the community. The average is calculated for the 20, 40 and 60 minute commute sheds for each community plan area. The resulting data represents the employment zones that can be accessed by a resident of a given community for each increment of commute time during the worst commute condition.

The accessibility indicator shall be calculated using the Citywide Travel Demand Model described in Chapter II of this Element. The socio-economic data shall be based on the population and employment estimates for the current evaluation year or the latest available data from SCAG or Department of City Planning. This indicator shall be calculated only on vehicle trips. The most current validated LADOT Citywide Travel Demand Model shall be used in updating this statistic. A full model scenario shall be prepared which includes trip generation, trip distribution, trip, vehicle trip estimation or modal split and trip assignment. The network that will be used shall be the representation of the evaluation year freeway and arterial existing network.

The analysis will be calculated on a planning analysis zone basis aggregated to the Community Plan Area. All Community Planning Areas will have summaries for the 20- minute, 40-minute, and 60-minute commute increments for the PM Peak period. The analysis shall be jointly prepared by the Departments of Transportation and Planning.

Vehicle Miles Traveled (VMT)/Vehicle Hours Traveled (VHT)- These evaluation measures calculate the total vehicle miles traveled and the total vehicle hours traveled. VMT is a measurement of the total miles traveled by all vehicles in the specified area for a specified time. VHT is the total vehicle hours expended traveling on the network in the area for a specified time period. These measures calculate the total auto travel distances and auto travel hours by adding all individual trips, from each origin to each destination, and are used as measures of system use. A shorter average commute distance with longer average commute time may indicate closer origin and destination but higher levels of congestion. These statistics shall be calculated using PM Peak period data from the evaluation year model run. This will be prepared jointly by the Departments of City Planning and Transportation. These statistics shall also be aggregated to Community Plan Area level.

Transit Mode Split and Ridership - The transit mode split measures the total proportion of transit trips relative to the total person trips. The share of transit can be compared with the

TABLE 16

ACCESSIBILITY 1990 AND 2010

Community Plan Area	NUMBER OF JOBS WITHIN 20 MINUTES (Thousands)			NUMBER OF JOBS WITHIN 40 MINUTES (Thousands)			NUMBER OF JOBS WITHIN 60 MINUTES (Thousands)		
	1990	2010 No-Growth	2010 TIMP	1990	2010 No-Growth	2010 TIMP	1990	2010 No-Growth	2010 TIMP
NORTHEAST LA	812	478	708	2,971	2,353	3,037	5,160	4,513	5,245
BOYLE HEIGHTS	1,176	908	1,170	3,904	3,323	4,119	5,564	5,455	6,265
SOUTHEAST LA	1,026	916	1,130	3,546	3,359	3,938	5,399	5,076	5,953
WEST ADAMS/BALDWIN HILLS	1,206	1,120	1,428	3,365	3,113	3,685	5,032	4,712	5,269
SOUTH CENTRAL LA	1,129	1,007	1,275	3,605	3,427	3,992	5,332	4,859	5,681
WILSHIRE	1,121	993	1,247	3,332	3,099	3,630	5,084	4,666	5,243
HOLLYWOOD	960	766	959	3,109	2,808	3,346	4,964	4,411	5,031
SILVER LAKE/ECHO PARK	1,101	804	1,116	3,424	2,957	3,664	5,416	4,642	5,379
WESTLAKE	1,229	1,021	1,326	3,770	3,548	4,085	5,475	4,841	5,736
CENTRAL CITY	1,296	1,042	1,347	3,856	3,648	4,169	5,478	5,076	6,017
CENTRAL CITY NORTH	1,294	1,005	1,344	3,790	3,533	4,140	5,494	5,050	6,064
SHERMAN OAKS/STUDIO CITY/TOLUCA LAKE	562	482	602	2,503	1,911	2,678	4,069	3,422	4,307
NORTH HOLLYWOOD	556	534	642	2,411	1,708	2,596	4,036	3,279	4,178
ARLETA/PACOIMA	452	351	477	1,609	984	1,358	3,394	2,483	3,449
VAN NUYS/N SHERMAN OAKS	541	525	625	2,213	1,404	2,230	3,745	3,138	4,041
MISSION HILLS/PANORAMA CITY/SEPULVEDA	501	446	562	1,695	1,015	1,481	3,349	2,689	3,627
SUN VALLEY	487	513	585	2,036	1,227	1,931	3,728	2,906	3,762
SYLMAR	201	94	131	1,174	757	1,049	3,086	1,521	2,874
GRANADA HILLS/KNOLLWOOD	364	280	381	1,240	845	1,135	3,057	1,921	3,047
CANOGA PARK/WINNETKA/WOODLAND HILLS	303	281	344	948	804	1,003	2,710	1,821	2,792
CHATSWORTH/PORTER RANCH	308	286	340	885	768	948	2,552	1,466	2,360
NORTHRIDGE	424	401	499	1,089	881	1,106	2,921	2,027	3,100
RESEDA/WEST VAN NUYS	483	454	561	1,433	970	1,390	3,194	2,611	3,529
ENCINO/TARZANA	419	378	488	1,733	1,175	1,721	3,424	2,891	3,794
SUNLAND/TUJUNGA	116	77	89	1,282	875	1,059	3,278	2,036	2,896
WESTWOOD	657	628	750	2,777	2,545	3,162	4,335	4,239	4,954
WEST LA/CENTURY CITY	763	697	861	2,959	2,630	3,268	4,423	4,408	5,045
PALMS/MAR VISTA/DEL REY	751	734	898	2,957	2,679	3,300	4,487	4,516	5,070
VENICE	458	457	546	2,329	2,126	2,627	4,149	4,204	4,853
WESTCHESTER/PLAYA DEL REY	517	534	634	2,646	2,552	3,083	4,593	4,437	5,123
BRENTWOOD/PACIFIC PALISADES	277	207	299	1,934	1,421	1,985	3,797	3,246	4,092
BEL AIR/BEVERLY CREST	437	294	443	2,296	2,028	2,624	3,936	3,541	4,415
WILMINGTON/HARBOR CITY	437	436	498	1,938	1,737	2,130	4,707	4,566	5,277
SAN PEDRO	181	156	178	1,123	1,189	1,370	3,965	3,331	4,146
HARBOR GATEWAY	655	655	756	2,877	2,515	3,058	5,131	5,108	6,081

SOURCE:

CITYWIDE GENERAL PLAN FRAMEWORK-TRANSPORTATION IMPROVEMENT AND MITIGATION PROGRAM-FEBRUARY 13, 1995 +

CITYWIDE GENERAL PLAN FRAMEWORK- DRAFT ENVIRONMENTAL IMPACT REPORT - JANUARY 19, 1995, TABLE T-4

baseline assessments to identify areas that need new services or are currently underserved by transit. In addition to reporting the mode split, the total ridership by corridors and by each individual commuter, (heavy and light) rail lines will also be reported. The transit corridors to be monitored are listed in **Table 17**. The listing submitted may be modified as additional corridors are added or additional bus routes are added to the corridors.

The ridership data will be compiled from transit providers. The data to be collected will be for the AM Peak Period and will include the following: a) bus routes serving the corridors; b) origin and destination of the bus route; c) frequency of trips; d) policy load ratio; and e) total passengers. Actual load ratio will be calculated and compared with the existing capacity. This statistic will determine whether the corridor is operating over or under capacity. Ridership data for the rail lines will also be gathered from the LACMTA and reported. Mode split data will be calculated based on the SCAG Transportation Model and will be aggregated by Community Plan Area. The mode split data will be calculated for average daily and PM Peak Hour trips by Community Plan Area. The average daily transit trips will be calculated for each Community Plan Area for three trip purposes, namely home to work, other work, and non-work. The transit share of PM Peak hour trips will also be calculated and reported for each Community Plan Area. The data will be based on the Citywide Transportation model run for the evaluation year. This will be prepared jointly by the Departments of City Planning and Transportation.

Congestion Management Program Arterial Network Levels of Service

As part of the Congestion Management Program (CMP) of the County of Los Angeles, a number of arterial streets within the City of Los Angeles are included for monitoring. These streets are regionally significant and are good indicators for measuring overall system performance. The City of Los Angeles monitors the arterial streets and key intersections listed in **Table 18**. If additional City streets are included in the CMP network, they will also be added to the Transportation Element monitoring list. Traffic count data will be compiled as well as volume to capacity ratio for each intersection. This will be calculated by LADOT.

Congested Corridors

Based on Citywide General Plan Framework analysis of year 2010 population/employment projections, ten corridors were identified as becoming the most heavily congested areas in the City. The Congested Corridor Progress Report (CCPR) completed by the LACMTA in January, 1994 identified eleven highly congested corridors in the County of Los Angeles. While the CCPR analyzes corridors throughout several jurisdictions within the County, major portions of seven of these overlapping corridors fall within City boundaries. These corridors, which include parallel major streets, will be used as proxies for assessing congestion.

The regional corridors which have been identified by LADOT as being among the most congested areas in Los Angeles along with the three additional corridors identified from the CCPR (as previously discussed in Chapter II of this Element) are listed in **Table 19** along with the arterial streets which are to be monitored. These thirteen corridors will be periodically evaluated regarding their utility as representative indicators to the City's traffic congestion problem. Additional corridors maybe included or some of the thirteen corridors may be

TABLE 17

1990 REGIONAL TRANSIT CAPACITY ESTIMATION - A.M. PEAK PERIOD

Route	Origin	Destination	Travel Corridor	Direction	One-Way Trips	Total Seats	Policy Load Ratio	Capacity	Total Maximum Load	Actual Load Ratio	Over Capacity Y/N
SANTA CLARITA - LOS ANGELES CBD CORRIDOR											
SCRTD 92	San Fernando	LA CBD	Brand Blvd.	South	10	437	1.45	634	456	1.04	N
SCRTD 93	San Fernando	LA CBD	Glendale Ave.	South	Branch of Line 92						
SCRTD 94	San Fernando	LA CBD	San Fernando Rd.		5	215	1.40	301	331	1.54	Y
SCRTD 96	North Hollywood	LA CBD	I-5		7	323	1.45	468	268	0.83	N
SCRTD 97	Burbank	LA CBD	I-5	South	Branch of Line 96						
SCRTD 410	Santa Clarita	LA CBD	I-5		Branch of Line 92						
SCRTD 412	N Hollywood/Burbank	LA CBD	I-5		Branch of Line 96						
SCRTD 418	Northridge	LA CBD	Roscoe, I-5	East	4	182	1.00	182	139	0.76	N
LADOT 419	Chatsworth	LA CBD	I-5	East	4	172	1.00	172	107	0.62	N
AVTA 785	Antelope Valley	LA CBD	I-5	South	4	196	1.00	196	157	0.80	N
SCT 799	Santa Clarita	LA CBD	I-5	South	4	160	1.00	160	128	0.80	N
TOTAL					38	1685	1.25	2113	1586	0.94	N
SANTA MONICA-LOS ANGELES CBD CORRIDOR											
SCRTD 33	Venice	LA CBD	Venice	East	11	479	1.45	695	470	0.98	N
SCRTD 333	Venice	LA CBD	Venice	East	Branch of Line 33						
SCRTD 38	West LA	LA CBD	W. Jefferson		6	264	1.40	370	301	1.14	N
SCRTD 68	West LA	LA CBD	Washington		7	301	1.45	436	488	1.62	Y
SCRTD 434	Santa Monica	LA CBD	I-10	North	2	86	1.00	86	31	0.36	N
SCRTD 436	Venice	LA CBD	I-10	East	4	172	1.00	172	111	0.65	N
SCRTD 439	Redondo Beach	LA CBD	Sepulveda, I-10	North	3	137	1.00	137	122	0.89	N
SM 10	Santa Monica	LA CBD	I-10	East	6	306	1.00	306			
LADOT 430	Pacific Palisades	LA CBD	I-10	East	2	86	1.00	86	37	0.43	N
LADOT 431	Westwood	LA CBD	I-10	East	2	86	1.00	86	55	0.64	N
LADOT 437	Marina Del Rey	LA CBD	I-10	East	2	86	1.00	86	41	0.48	N
LADOT 438	Manhattan Beach	LA CBD	I-10	East	3	129	1.00	129	137	1.06	Y
TOTAL					48	2132	1.21	2589	1793	0.84	N
WILSHIRE CORRIDOR											
SCRTD 1	Hollywood	LA CBD	Hollywood	East	8	344	1.45	499	508	1.48	Y
SCRTD 2	Hollywood	LA CBD	Sunset	East	8	344	1.45	499	477	1.39	N
SCRTD 3	Hollywood	LA CBD	Sunset	East	Branch of Line 2						
SCRTD 4	Hollywood	LA CBD	Santa Monica		13	559	1.45	811	827	1.48	Y
SCRTD 304	Hollywood	LA CBD	Santa Monica		Branch of Line 4						
SCRTD 10	West LA	LA CBD	Melrose	East	11	473	1.45	564	611	1.35	Y
SCRTD 14	West LA	LA CBD	Beverly Blvd.	East	9	389	1.45	564	611	1.57	Y
SCRTD 16	West LA	LA CBD	Third St.	East	15	648	1.45	940	1082	1.67	Y
SCRTD 20	Mid Wilshire	LA CBD	Wilshire	East		860	1.45	1247	598	0.70	N
SCRTD 21	Mid Wilshire	LA CBD	Wilshire	South	Branch of Line 20						
SCRTD 22	Mid Wilshire	LA CBD	Wilshire		Branch of Line 20						
SCRTD 320	Mid Wilshire	LA CBD	Wilshire		Branch of Line 20						
SCRTD 322	Mid Wilshire	LA CBD	Wilshire		Branch of Line 20						
SCRTD 27	Mid Wilshire	LA CBD	Olympic		Branch of Line 28						
SCRTD 28	Mid Wilshire	LA CBD	Olympic	South	30	1290	1.45	1871	1594	1.24	N
SCRTD 429	Century City	LA CBD	Sunset Blvd.	East	3	129	1.00	129	98	0.76	N
TOTAL					117	5036	1.44	7244	6433	1.28	N
VENTURA CORRIDOR											
SCRTD 420	Panorama City/Van Nuys	LA CBD	SR 101	South	7	304	1.00	304	423	1.39	Y
SCRTD 424	Canoga Park	LA CBD	Ventura/SR 101	South	7	304	1.00	304	361	1.19	Y
SCRTD 425	Canoga Park	LA CBD	SR 101	South	Branch of Line 424						
SCRTD 426	Canoga Park	LA CBD	SR 101, Wilshire		4	183	1.00	183	193	1.05	Y
SCRTD 427	Canoga Park	LA CBD	SR 101		2	94	1.00	94	54	0.57	N
LADOT 423	West Lake/Encino	LA CBD	SR 101	South	4	172	1.00	172	169	0.98	N
TOTAL					24	1057	1.00	1057	1200	1.14	Y
I-405 CORRIDOR											
SCRTD 560	Van Nuys	LAX	I-405	South	6	261	1.00	261	367	1.41	Y
TOTAL					6	261	1.00	261	637	1.41	Y

TABLE 17
1990 REGIONAL TRANSIT CAPACITY ESTIMATION - A.M. PEAK PERIOD

Route	Origin	Destination	Travel Corridor	Direction	One-Way Trips	Total Seats	Policy Load Ratio	Capacity	Total Maximum Load	Actual Load Ratio	Over Capacity Y/N	
NORTH ORANGE COUNTY/DOWNEY TO LAX/EL SEGUNDO												
SCRTD 111	Whittier	LAX	Florence Ave.	West	Branch of Line 111	8	1.45	496	441	1.29	N	
SCRTD 112	Whittier	LAX	Florence Ave.									
SCRTD 115	Fullerton	LAX	Manchester	West		13	1.45	824	789	1.39	N	
SCRTD 117	Downey	LAX	Century	West		6	1.40	351	383	1.53	Y	
SCRTD 120	Brea Mall	LAX	Imperial Hwy.	West		5	1.40	301	293	1.36	N	
Bus Pool	Riverside	LAX/El Segundo	SR 91									
				TOTAL		32	1376	1.43	1972	1906	1.39	N
CRENSHAW CORRIDOR												
SCRTD 204	Inner City	Hollywood	Vermont	North	Branch of Line 40	17	1.45	1070	1177	1.59	Y	
SCRTD 206	Inner City	Hollywood	Normandie	North		7	1.45	429	340	1.15	N	
SCRTD 207	Inner City	Hollywood	Western	North		13	1.45	811	778	1.39	N	
SCRTD 209	Inner City	Hollywood	Arlington	North		3	1.20	154	107	0.84	N	
SCRTD 210	Inner City	Hollywood	Crenshaw	North		9	1.45	561	533	1.38	N	
				TOTAL		49	2108	1.43	3025	2935	1.39	N
INGLEWOOD-LOS ANGELES												
SCRTD 40	Inglewood	LA CBD	M L King Jr.	North	Branch of Line 40	19	1.45	1179	1152	1.42	N	
SCRTD 42	Westchester	LA CBD	M L King Jr.									
SCRTD 442	North Torrance	LA CBD	Manchester, 110									
				TOTAL		19	813	1.45	1179	1152	1.42	N
SOUTHEAST LA - LOS ANGELES CBD												
SCRTD 45	Compton	LA CBD	Broadway	North	Branch of Line 45	17	1.45	1060	1213	1.66	Y	
SCRTD 345	Compton	LA CBD	Broadway									
SCRTD 46	Compton	LA CBD	Broadway									
SCRTD 48	Watts	LA CBD	San Pedro									
SCRTD 51	Watts	LA CBD	Avalon									
SCRTD 53	Carson	LA CBD	Central	North	Branch of Line 26	12	1.45	138	697	1.37	N	
SCRTD 55	Compton	LA CBD	Compton	North		12	1.45	769	677	1.28	N	
SCRTD 56	South Gate	LA CBD	Long Beach Blvd.	North		3	1.20	155	115	0.89	N	
				TOTAL		44	1899	1.43	2721	2702	1.42	N
SUNLAND/LA CANADA FLINTRIDGE - LOS ANGELES CBD												
SCRTD 90	Sylmar	LA CBD	Foothill Blvd	South	Branch of Line 90	6	1.40	385	256	0.93	N	
SCRTD 91	Sylmar	LA CBD	Canada Blvd									
SCRTD 406	Sunland	LA CBD	SR 2/I-5									
SCRTD 407	Sunland	LA CBD	SR 2/I-5									
				TOTAL		6	275	1.40	385	256	0.93	N
VAN NUYS - CANOGA PARK												
SCRTD 154	Burbank	Porter Ranch	Burbank Blvd.	West	Branch of Line 163	2	1.00	86	87	1.01	Y	
SCRTD 163	Los Angeles	Chatsworth	Sherman Way	West		3	1.20	155	156	1.21	Y	
SCRTD 164	Burbank	Canoga Park	Victory Blvd.									
SCRTD 165	Burbank	Canoga Park	Vanowen St.	West		5	1.40	311	266	1.20	N	
SCRTD 167	Van Nuys	Chatsworth	Van Nuys St.	West		5	1.40	307	238	1.09	N	
				TOTAL		17	742	1.35	1004	831	1.12	N
SAN FERNANDO - CANOGA PARK												
SCRTD 152	Burbank	Woodland Hills	Roscoe Blvd.	West	Branch of Line 163	5	1.40	301	263	1.22	N	
SCRTD 158	Sherman Oaks	Chatsworth	Devonshire	West		3	1.20	155	156	1.21	Y	
SCRTD 168	San Fernando	Northridge	Lassen	West		6	1.40	370	335	1.27	N	
SCRTD 169	Sunland	West Hills	Sunland Ave.	West		4	1.40	241	147	0.85	N	
				TOTAL		18	780	1.37	1066	901	1.16	N

TABLE 17
1990 REGIONAL TRANSIT CAPACITY ESTIMATION - A.M. PEAK PERIOD

Route	Origin	Destination	Travel Corridor	Direction	One-Way Trips	Total Seats	Policy Load Ratio	Capacity	Total Maximum Load	Actual Load Ratio	Over Capacity Y/N	
HARBOR CORRIDOR												
SCRTD 443	Torrance	LA CBD	I-110	North	Branch of Line 446	2	90	1.00	90	50	0.56	N
SCRTD 444	Torrance	LA CBD	I-110	North		3	137	1.00	137	61	0.45	N
SCRTD 445	San Pedro	LA CBD	I-110	North		3	138	1.00	138	97	0.70	N
SCRTD 446	San Pedro/Carson	LA CBD	I-110	North		4	184	1.00	184	158	0.86	N
SCRTD 447	San Pedro/Carson	LA CBD	I-110	North								
LADOT 448	Palos Verdes	LA CBD	I-110	North		2	86	1.00	86	74	0.86	N
Torr. 1	Torrance	LA CBD	I-110	North		2	86	1.00	86			
Torr. 2	Torrance	LA CBD	I-110	North		1	43	1.00	43			
Gar 1	Gardena	LA CBD	I-110	North	4	172	1.00	172				
			TOTAL			21	936	1.00	936	440	0.47	N
LONG BEACH - LOS ANGELES CBD CORRIDOR												
SCRTD 457	Long Beach	LA CBD	I-710	North	Branch of Line 457	2	87	1.00	87	34	0.39	N
BLUE LINE	Long Beach	LA CBD		North		10	3240	1.00	3240			
			TOTAL			12	3327	1.00	3327	34	0.01	N
PASADENA - LOS ANGELES CBD CORRIDOR												
SCRTD 401	Pasadena	LA CBD	SR-110	South	Branch of Line 483	7	301	1.00	301	261	0.87	N
SCRTD 402	Pasadena	LA CBD	SR-110	South								
SCRTD 483	Altadena	LA CBD	Fair Oaks, SR 110	South		8	344	1.00	344	399	1.16	Y
SCRTD 485	Altadena	LA CBD	Lake, SR 110									
			TOTAL			15	645	1.00	645	660	1.02	Y
ARCADIA/PASADENA-LOS ANGELES CBD												
SCRTD 487	Sierra Madre	LA CBD	San Gabriel, I-10	West	Branch of Line 487	11	485	1.00	485	446	0.92	N
SCRTD 489	Sierra Madre	LA CBD	Rosemead, I-10									
SCRTD 491	Sierra Madre	LA CBD	Santa Anita , I-10									
			TOTAL			11	485	1.00	485	446	0.92	N
SAN BERNARDINO - LOS ANGELES CBD CORRIDOR												
SCRTD 484	Ontario	LA CBD	I-10, Valley	West	Branch of Line 484	4	185	1.00	185	547	1.34	Y
SCRTD 497	Montclair	LA CBD	I-10	West		12	624	1.00	624	510	0.82	N
FT 480	W Covina	LA CBD	I-10	West		15	675	1.00	675			
FT 482	Pomona	LA CBD	SR 60, I-10	West		3	135	1.00	135			
FT 488	W Covina	LA CBD	I-10	West		3	128	1.00	128	140	1.09	Y
FT 492	San Dimas	LA CBD	Arrow Hwy, I-10	West		2	86	1.00	86			
FT 498	W Covina	LA CBD	Foothill, I-10	West		1	43	1.00	43			
RTA/Omni (110/496)	San Bernardino	LA CBD	I-10	West		6	258	1.00	258			
Bus Pool	Redlands	LA CBD	I-10									
			TOTAL				48	2220	1.00	2220	897	0.40
SR 60/I-10 CORRIDOR												
SCRTD 490	Fullerton, Diamond Bar	LA CBD	Ramona, I-10	West	Branch of Line 490	4	178	1.00	178	242	1.36	Y
FT 486	Puente Hills	LA CBD	I-10	West		4	183	1.00	183	207	1.13	Y
FT 495	La Puente	LA CBD	I-10	West		6	258	1.00	258			
			TOTAL			14	619	1.00	619	449	0.73	N
ORANGE COUNTY/DOWNEY TO LOS ANGELES CORRIDOR												
SCRTD 104	Fullerton	LA CBD	I-5	West	Branch of Line 470	2	89	1.00	89	51	0.57	N
SCRTD 460	Disneyland	LA CBD	I-5	West		4	188	1.00	188	125	0.66	N
SCRTD 462	Hawaiian Gardens	LA CBD	I-5	West		3	141	1.00	141	130	0.92	N
SCRTD 466	La Mirada	LA CBD	I-5	West		4	188	1.00	188	99	0.53	N
SCRTD 470	Diamond Bar	LA CBD	Whittier, SR 60	West		6	261	1.00	261	262	1.00	Y
SCRTD 471	Puente Hills	LA CBD	Whittier, SR 60									
OCTA 701	Huntington Beach	LA CBD	I-15	West		3	129	1.00	129	74	0.57	N
OCTA 721	Fullerton	LA CBD	I-605, I-5	West		6	258	1.00	258	120	0.47	N
Commuter Rail				West		1	400	1.00	400			
			TOTAL				29	1624	1.00	1654	861	0.52

SCRTD-Southern California Rapid Transit District, now Los Angeles County Metropolitan Transportation Authority

LADOT-City of Los Angeles Department of Transportation

AVTA-Antelope Valley Transit Authority

SCT-Santa Clarita Transit

SM-Santa Monica Municipal Bus Lines

TOR-Torrance Transit

GAR-Gardena Transit

FT-Foothill Transit

RTA/OMNI-Riverside Transit Authority

OCTA-Orange County Transit Authority

CONGESTION MANAGEMENT PROGRAM
Highways and Roadways System
Arterial Streets in Los Angeles

<u>Street</u>	<u>Intersection(s) Monitored</u>
Alameda Street	Alameda St./Washington Blvd.
Alvarado Street	Alvarado St./Sunset Blvd.
Gaffey Street	Gaffey St./9th St.
La Cienega Boulevard	La Cienega/Jefferson Blvd. La Cienega/Centinela Ave.
Lincoln Boulevard	Lincoln Blvd./Manchester Ave. Lincoln/Fwy.90 Lincoln/Venice Blvd.
Manchester Avenue	Manchester/Avalon Blvd. Manchester/Sepulveda Blvd. Manchester/Vermont Ave.
Pacific Coast Highway	PCH/Alameda St. PCH/Chautauqua Blvd. PCH/Figueroa St. PCH/Sunset Blvd. PCH/Western Ave.
Santa Monica Boulevard	Santa Monica/Bundy Dr. Santa Monica/Highland Ave. Santa Monica/Western Ave. Santa Monica/Westwood Blvd.
Sepulveda Boulevard	Sepulveda/Lincoln Blvd.
Topanga Canyon Boulevard	Topanga Canyon/Devonshire St. Topanga Canyon/Roscoe Blvd. Topanga Canyon/Fwy.118 ramps Topanga Canyon/Ventura Blvd. Topanga Canyon/Victory Blvd.

CONGESTION MANAGEMENT PROGRAM
Highways and Roadways System
Arterial Streets in Los Angeles

Valley Boulevard	Valley Blvd./Fwy. 710 NB off ramp
Venice Boulevard	Venice Blvd./Centinela Ave. Venice Blvd./La Cienega Blvd.
Ventura Boulevard	Ventura Blvd./Balboa Blvd. Ventura./Lankershim Blvd. Ventura/Laurel Canyon Blvd. Ventura/Reseda Blvd. Ventura/Sepulveda Blvd. Ventura/Winnetka Ave. Ventura/Woodman Ave.
Victory Boulevard	Victory Blvd./Balboa Blvd. Victory/Reseda Blvd. Victory/Sepulveda Blvd. Victory/Winnetka Ave. Victory/Woodman Ave.
Western Avenue	Western Ave./9th St.
Wilshire Boulevard	Wilshire Blvd./Alvarado St. Wilshire/Beverly Glen Blvd. Wilshire/ La Brea Ave. Wilshire/Sepulveda Blvd. Wilshire/Western Ave.

deleted as their value to the monitoring system changes. Corridors will be added or deleted consistent with the two year reporting cycle.

The condition of the corridors will be reported based on link volume to capacity ratios. Each arterial and freeway link in the corridor will be calculated and reported separately. The initial data source for the arterial streets will be from LADOT traffic counts and, if not available, the analysis will be supplemented with data from the reporting year Citywide Model run. The freeway traffic counts data will be compiled by LADOT from Caltrans reports. This statistic will be prepared by LADOT for inclusion in the evaluation report.

D. EVALUATION REPORT SCHEDULE

The Transportation Element evaluation report will be prepared by the City Planning Department every two years for inclusion in the Framework Annual Report on Growth and Infrastructure. The inaugural report shall be prepared for the corresponding CMP reporting period following adoption of this Transportation Element by City Council. Some statistics and information identified in this Chapter will be published annually as part of the General Plan Framework Monitoring requirement, along with annual progress reports on Transportation Element Implementation Programs.

HEAVILY CONGESTED CORRIDORS

Corridor 1:	Freeway 5/North County Gateway Links to be monitored: - Freeway 5 (junction with Fwy. 170 to northerly City boundary) - San Fernando Road (Fwy. 118 to northerly City boundary) - Balboa Boulevard (Fwy. 118 to Fwy. 5)
Corridor 2:	Freeway 101/Cahuenga Pass Links to be monitored: - Freeway 101 (Fwy. 110 to Fwy. 134) - Sunset Boulevard (Fwy. 110 to Highland Ave.) - Highland Avenue (Sunset Blvd. to Fwy. 101) - Cahuenga Boulevard (Sunset Blvd. to Lankershim Blvd.) - Beverly Boulevard (Glendale Blvd. to Highland Ave.) - Lankershim Boulevard (Fwy. 134 to Cahuenga Blvd.) - Barham Boulevard (Fwy. 101 to City boundary with Burbank)
Corridor 3:	Freeway 405/Sepulveda Pass Links to be monitored: - Freeway 405 (Fwy. 105 to Fwy. 101) - Sepulveda Boulevard (Imperial Hwy. to Fwy. 101)
Corridor 4:	Pacific Coast Highway/Pacific Palisades Links to be monitored: Pacific Coast Highway (City boundary w/ Santa Monica to westerly City boundary)
Corridor 5:	Freeway 210/Newhall Pass Links to be monitored: - Freeway 210 (Fwy. 5 to Fwy. 118) - Foothill Boulevard (Paxton St. to Filbert St./Fwy. 210)
Corridor 6:	Santa Monica Freeway (Fwy. 10) Links to be monitored: - Freeway 10 (Fwy. 5/101 interchange to Fwy. 405) - Washington Boulevard (Soto St. to La Cienega) - Olympic Boulevard (Soto St. to Fwy. 110) - Pico Boulevard (Fwy. 110 to Fwy. 405) - Adams Boulevard (Fwy. 110 to La Cienega) - Venice Blvd (San Vicente Blvd. to Fwy. 405)

HEAVILY CONGESTED CORRIDORS

- Corridor 7: Laurel Canyon Boulevard
Links to be monitored:
Crescent Heights Boulevard (Sunset Blvd. to Hollywood Blvd.)
Laurel Canyon Boulevard (Hollywood Blvd. to Ventura Blvd.)
- Corridor 8: Glendale Boulevard
Links to be monitored:
Glendale Boulevard (Fwy. 101 to Fwy. 2)
Alvarado Street (Fwy. 101 to Glendale Blvd.)
- Corridor 9: Beverly Glen Boulevard
Links to be monitored:
Beverly Glen Boulevard (Wilshire Blvd. to Ventura Blvd.)
- Corridor 10: Alameda Corridor
Links to be monitored:
Alameda Street (Fwy. 10 to Harry Bridges Blvd.)
Henry Ford Avenue (Anchorage Rd. to Alameda St.)
Harry Bridges Boulevard (Figueroa St. to Alameda St.)
Freeway 103 (Pacific Coast Highway to Ocean Blvd.)
Freeway 710 (Pacific Coast Highway to Fwy. 5)
- Corridor 11: Wilshire Boulevard
Links to be monitored:
Wilshire Boulevard (Fwy. 110 to Centinela Ave.)
Olympic Boulevard (Fwy. 110 to Centinela Ave.)
Santa Monica Boulevard (Wilshire Blvd. to Centinela Ave.)
- Corridor 12: San Fernando Valley (east-west)
Links to be monitored:
Freeway 101 (Fwy. 134 to westerly City boundary)
Freeway 134 (Fwy. 5 to Fwy. 101)
Ventura Boulevard (Lankershim Blvd. to Woodlake Ave.)
Victory Boulevard (Cahuenga Blvd. to Valley Circle Blvd.)

HEAVILY CONGESTED CORRIDORS

Corridor 13: South Central Los Angeles
Links to be monitored:
 Freeway 110 (Fwy. 10 to Fwy. 405)
 Vermont Avenue (Fwy. 10 to Fwy. 405)
 Figueroa Street (Fwy. 10 to 190th St.)
 Broadway (Fwy. 10 to Fwy. 105)
 Avalon Boulevard (Jefferson Blvd. to Fwy. 105)
 San Pedro Street (Fwy. 10 to Jefferson Blvd.)
 Western Avenue (Fwy. 10 to Fwy. 105)

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CHAPTER IX - BICYCLE PLAN

CITY OF LOS ANGELES

BICYCLE PLAN

A Part of the Transportation Element of the
General Plan of the City of Los Angeles

City Planning Department
Citywide Planning Division
221 S. Figueroa St., Room 2 10
Los Angeles, CA 90012

City Plan Case No. 95-0331 GPA
Council File No. 94-0565

Approved by the City Planning Commission (04/11/96)
Adopted by City Council (08/06/96)

APPENDICES

APPENDIX A

GLOSSARY

ACRONYMS IN THE TRANSPORTATION ELEMENT

ADT	Average Daily Traffic	EIR	Environmental Impact Report (State)		in 1990) LA County 0.5 cent Sales Tax
AFV	Alternative Fuel Vehicle	EIS	Environmental Impact Statement (Fed.)	RCP	Regional Comprehensive Plan (SCAG)
AQMD	Air Quality Management District	EPA	Environmental Protection Agency	RME	Regional Mobility Element (SCAG)
AQMP	Air Quality Management Plan	FCR	Flexible Congestion Relief Program	ROW	Right-of-Way
ARB	Air Resources Board (State)	FHWA	Federal Highway Administration	RTA	Riverside Transit Agency
ART	Alternative Rail Technology	FT	Foothill Transit	RSA	Regional Statistical Area
ATSAC	Automated Traffic Surveillance and Control	HOT	High Occupancy Toll	RTP	Regional Transportation Plan (SCAG)
AVO	Average Vehicle Occupancy	HOV	High-Occupancy Vehicle	RTIP	Regional Transportation Improvement Program
AVR	Average Vehicle Ridership	ICO	Interim Control Ordinance	SCAG	Southern California Association of Governments
BOE	Bureau of Engineering	ISTEA	Intermodal Surface Transportation Efficiency Act of 1991	SCRTD	Southern California Rapid Transit District also known as RTD and now merged into LACMTA
BSL	Bureau of Street Lighting	LACMTA	Los Angeles County Metropolitan Transportation Authority	SIP	State Implementation Plan
BSS	Bureau of Street Services	LADCP	City of Los Angeles Department of City Planning	SOV	Single Occupancy Vehicle
CALTRANS	California Department of Transportation	LADOT	City of Los Angeles Department of Transportation	STIP	State Transportation Improvement Program
CAO	City Administrative Officer	LAP	Local Accessibility Plan	TANS	Tow Away /No Stopping
CBD	Central Business District	LOS	Level of Service	TAZ	Transportation Analysis Zone
CRA	Community Redevelopment Agency	LRT	Light Rail Transit	TCM	Transportation Control Measure
CEQA	California Environmental Quality Act	MEIR	Master Environmental Impact Report	TDM	Transportation Demand Management
CGPF	Citywide General Plan Framework	MOS	Minimal Operating Segment (Metro Rail)	TIMP	Transportation Improvement Mitigation program
CIP	Capital Improvement Program	NEPA	National Environmental Policy Act	TMA	Transportation Management Association
CMP	Congestion Management Program	OCTA	Orange County Transportation Authority	TMO	Transportation Management Organization
CPA	Community Plan Area	PAZ	Planning Analysis Zone	TSM	Transportation System Management
CPR/CPU	Community Plan Revision /Community Plan Update	PROP. A	Proposition A (adopted 1980) LA County 0.5 cent Sales Tax	V/C	Volume divided by Capacity
CTC	California Transportation Commission	PROP. C	Proposition C (adopted	VHT	Vehicle Hours Travelled
DASH	Downtown Area Short Hop			VMT	Vehicle Miles Travelled

APPENDIX B

DEFINITIONS

AIR QUALITY MANAGEMENT PLAN (AQMP): Most recently adopted November 1996, the AQMP is necessary for the attainment of federal clean air standards and has been submitted to the federal EPA for approval. The AQMP also complies with the state requirements in the California Clean Air Act.

ALAMEDA CONSOLIDATED FREIGHT CORRIDOR (ACFC) or ALAMEDA CORRIDOR: Conceived in 1984 by a SCAG inter-agency committee, is designed to improve access for trucks and trains to and from the San Pedro Bay Ports and to mitigate and facilitate the increased cargo flows through the ports. The Alameda Corridor Transportation Authority is a joint powers authority whose purpose is to develop a safe and efficient intermodal access route to and from the San Pedro Bay Ports.

ALIGNMENT: In transportation, the horizontal and vertical ground plan of a roadway, railroad, transit route, or other facility as it would appear in plan and profile. The alignment is usually described on the plans by the use of technical data, such as grades, bearings, and horizontal and vertical curves.

ARTERIAL: General term denoting a roadway primarily for through traffic, usually on a continuous route.

AUTOMATED TRAFFIC SURVEILLANCE AND CONTROL (ATSAC): A computer based traffic signal system that monitors traffic conditions and system performance, selects appropriate diagnostics and alert functions. This is an ongoing program to replace existing traffic control systems with the computer-based signals.

AVERAGE VEHICLE OCCUPANCY: A figure used by the California Air Resources Board to establish average vehicle ridership during peak commute hours on freeways and major arterials. Usually calculated for a region.

AVERAGE VEHICLE RIDERSHIP (AVR): The figure derived by dividing the employee population at a given work site that reports to work weekdays between 6 a.m. and 10 a.m. by the number of non-transit vehicles driven by these employees commuting from home to work site during these hours. May be calculated using weekly or bi-weekly average periods.

BASE PERIOD (Off Peak Period): In transit, the time of day during which vehicle requirements and schedules are not influenced by peak-period passenger volume demands (e.g. between morning and afternoon peak periods). At this time, transit riding is fairly constant and usually low to moderate in volume when compared with peak-period travel. See also *OFF PEAK*.

BASE YEAR: 1. The year to which the major portion of the data gathered in a transportation survey relates. 2. The first year of a planning or forecast period.

BIKEWAY: Any road, street, path, or way that is specifically designated in some manner as being open to bicycle travel, regardless of whether such facilities are designated for the exclusive use of bicycles or are to be shared with other vehicles or pedestrians.

BLUE LINE: Long Beach to Los Angeles light rail service.

BUS BAY: 1. A branch from or widening of a road that permits buses to stop, without obstructing traffic, while laying over or while passengers board and alight. It is designed to allow easy re-entry of the bus into the traffic stream; also known as a *blister*, *bus duckout*, *bus turnout*, or *lay-by*. 2. A specially designed or designated location at a transit stop, station, terminal, or transfer center at which a bus stops to allow passengers to board and alight; also known as a *bus dock* or *bus berth*.

3. A lane for parking or storing buses in a garage facility, often for maintenance purposes.

BUS GATE: 1. A bus priority signal control for intersection approaches. Signals located upstream from the intersection stop traffic in regular lanes while the bus lane remains open, allowing buses to proceed to any lane at the intersection signal ahead of other traffic. 2. In some areas, a crossing gate on highway ramps that only opens for buses.

BUS PRIORITY SYSTEM: A system of traffic controls in which buses are given special treatment over the general vehicular traffic.

BUS WAY: A special roadway designed for exclusive use by buses. It may be constructed at, above, or below grade and may be located in separate rights-of-way or within highway corridors.

CALIBRATION: In modeling, the procedure used to estimate the parameters of a model or to adjust a model to replicate actually measured conditions.

CALIFORNIA CLEAN AIR ACT OF 1988: Requires that areas with serious or severe air pollution problems meet certain transportation performance standards as part of a local strategy to reduce air pollution from motor vehicles - Health and Safety Code Section 40920 (a)(2).

CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS): Responsible, as the owner/operator of the state highway system for its safe operation and maintenance. Proposes projects for Intercity Rail, Interregional Roads, and sound walls. Also responsible for the Toll Bridge and Aeronautics programs. The TSM and State/Local Partnership Programs are administered by Caltrans. Caltrans is the implementing agency for most state highway projects, regardless of program, and for the Intercity Rail program.

CALIFORNIA TRANSPORTATION COMMISSION (CTC): The state agency created in 1977 to program

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federal and state transportation funds. A body appointed by the Governor and confirmed by the legislature that reviews Regional Transportation Improvement Programs (RTIPs) and the STIP. This qualifies the projects for state funding. The CTC also has financial oversight over the major programs authorized by Propositions 111 and 108.

CAPACITY, DESIGN: 1. For highways, the maximum number of vehicles that can pass over a given section of a lane or roadway in one or both directions during a given time period under prevailing environmental, roadway, and traffic conditions. 2. For transit, the maximum number of passengers that can be transported over a given section of a transit line in one direction during a given time period (usually 1 hour) under prevailing traffic conditions and design comfort standards. 3. For vehicles, the total number of spaces or people a vehicle can accommodate.

CAPITAL COST: Nonrecurring or infrequently recurring costs of long-term assets, such as land, guideways, stations, buildings, and vehicles. The costs often include related expenses, for example, depreciation and property taxes.

CARPOOL: Rides shared in private automobiles by two or more people, regardless of their relationship to each other or of cost-sharing agreements.

CARPOOL LANES: Lanes on a highway or freeway which are restricted for use by vehicles carrying two or more passengers.

CENSUS TRACT: As defined by the Bureau of the Census, a small statistical subdivision of a county. Generally, tracts have stable boundaries and 2,500-8,000 residents. When census tracts are established, they are designed to be relatively homogeneous areas in population characteristics, economic status, and living conditions.

CENTRAL BUSINESS DISTRICT

(CBD): As defined by the Bureau of the Census, an area of high land valuation characterized by a high concentration of retail business, service businesses, offices, hotels, and theaters, as well as by a high traffic flow. A CBD follows census tract boundaries; that is, it consists of one or more whole census tracts. CBDs are identified only in central cities of MSAs and other cities with populations of 50,000 or more.

CENTROID: In planning, a point within a traffic zone or district that is chosen to be representative of the center of trip-making activities of the zone or district.

COLLECTOR STREET: Serves trips generated by the surrounding or adjacent neighborhood.

COMMUTE SHED: Geographic areas which form or comprise points of origin that are attracted to a major employment center. May serve as a basis for park n'ride lots. Commute sheds have no finite boundaries.

COMMUTER RAIL: Usually a medium capacity rail transit system emphasizing peak period service and relatively long distance trips. Commuter rail lines terminate in the CBD.

CONGESTED CORRIDORS: A designation used by LACMTA to mean freeways which experience operations of 30 miles per hour or less, for a minimum of five hours a day, arterial intersections at peak periods of E or F, and transit boardings of 20,000 or more per day.

CONGESTION MANAGEMENT PROGRAM (CMP): Program required by AB 471 (Katz-Kopp-Baker-Campbell) for local jurisdictions. CMPs must include traffic level of service standards for specific intensities of land uses, standards for the frequency and routing of public transit, a trip reduction and travel demand element, a program to analyze the impact of local jurisdiction's land use directions, a

7-year capital improvement program to improve traffic level of service and transit performance standards. Approved by voters in June 1990 as Proposition 111.

CONTRAFLOW: Movement in a direction opposite to the normal flow of traffic. The term usually refers to flow opposite to the heavier flow of traffic.

CORDON COUNT: In planning, a count of vehicles and people across a designated *cordon line* to determine the total flow into and out of the study area.

CORDON LINE: A line drawn around the study area.

CORRIDOR: In planning, a broad geographical band that follows a general directional flow or connects major sources of trips. It may contain a number of streets and highways and transit lines and routes.

CRITICAL MOVEMENT ANALYSIS (CMA): Allows the level of service (LOS) to be determined at signalized intersections. An LOS determination can be made through a summation of the critical movement volumes at that intersection. Capacity is defined as representing the maximum hourly movement volume that has a reasonable expectation of passing through an intersection under prevailing roadway and traffic conditions.

CURB or ON-STREET PARKING: Parking permitted along a curb, usually on a street; parking is parallel or angled depending upon the street width.

DEMAND: 1. The quantity of transportation desired. 2. In an economic sense, a schedule of the quantities of travel consumed at various levels of price or levels of service offered by the transportation system.

DESTINATION: 1. The point at which a trip terminates. 2. In planning, the zone in which a trip ends.

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FEASIBILITY STUDY: A study to determine the suitability of a proposed action, such as establishment of transit service in a given area.

FEDERAL AID URBAN: Federal pass through funds to the states and locals.

FEDERAL CLEAN AIR ACT: 1977 Clean Air Act requires each region of the country designated as not having met one or more federal ambient air quality by 1982 or 1987. The South Coast Air Quality Management District and the SCAG are the designated basin planning agencies. (*See Legislation (fed.) - Clean Air Act of 1990*)

FIXED ROUTE TRANSIT: Scheduled service operating repeatedly over the same street or highway pattern on a determined schedule.

FLEXTIME: Spreads commuting peak loads to off-peak periods immediately before and after the rush hour. Work hours may be varied in terms of number of hours worked each day and when worked. Allows employees to set their own working hours.

FLOW MAP (Traffic Volume Flow Map): A map showing the actual transportation system, on which the width of the band depicting a route is in direct proportion to the volume of vehicles or passengers using the route.

FREEWAY: A divided highway for through traffic that has full access control and grade separations at all intersections. It is intended to provide for inter and intra-regional trips.

FREEWAY - METERED: a freeway to which access is controlled by entrance ramp signals that use fixed-time signal settings or is regulated by a computerized surveillance system. This procedure is used to prevent freeway congestion.

GRADE SEPARATION: A vertical separation of intersecting facilities

(road, rail, etc.) by the provision of crossing structures.

GREEN LINE: A light rail system planned for the center of the Century Freeway (I-105). It runs from Compton Blvd. in El Segundo to the San Gabriel River Freeway (I-605) in Norwalk.

HEADWAY: Interval of time between the passage of successive vehicles.

HIGH OCCUPANCY VEHICLE (HOV): Motor vehicle occupied by two or more persons. Vehicles include automobiles, vans, buses, and taxis.

IMPACT ANALYSIS: The evaluation of the effects of an existing or proposed project on social, economic, and environmental factors.

INFRASTRUCTURE: 1. In transit systems, all the fixed components of the transit system, such as rights-of-way, tracks, signal equipment, stations, park-and-ride lots, bus stops, maintenance facilities. 2. In transportation planning, all the relevant elements of the environment in which a transportation system operates.

INTERIM CONTROL ORDINANCES (ICO): Temporary ordinances enacted to maintain the status quo while permanent changes to zoning and other development policies are investigated. ICO's may be enacted by a four-fifths vote of the City Council after a finding that an imminent threat to the public health, safety, and welfare exists.

INTERMODAL INTEGRATION: Service coordination between two or more different transportation modes. This arrangement may include joint (transfer) stations, coordinated scheduling, joint fares, and combined public information activities.

JOINT DEVELOPMENT: 1. Ventures undertaken by the public and private sectors for development of land above, below, or along

transportation facilities. 2. Coordinated development of an area by the public sector and private enterprise.

KISS AND RIDE (Kiss 'n' Ride, K&R): An access mode to transit whereby passengers (usually commuters) are driven to transit stop and left to board a transit unit and then met after their return trip. Transit stations usually provide a designated area for dropping off and picking up such passengers.

LAND USE: The purpose for which land or the structure on the land is being used, for example, residential, commercial, light industry.

LANE: A portion of a street or highway, usually indicated by pavement markings, that is intended for one line of vehicles.

LANE - BICYCLE: A portion of a roadway or right-of-way that has been designated for preferential or exclusive use by bicycles. It is distinguished from the rest of the roadway by a painted stripe, curb, or other similar device. See also *Bicycle Route*.

LANE - BUS (Bus Priority Lane, Preferential Bus Lane, Priority Bus Lane): A highway or street lane reserved primarily for buses, either all day or during specified periods. It may be used by other traffic under certain circumstances, such as making a right or left turn, or by taxis, motorcycles, or carpools that meet specific requirements described in the traffic laws.

LANE - CARPOOL: A highway or street lane intended primarily for carpools, vanpools, and other high-occupancy vehicles, either all day or during specified periods. It may be used by other traffic under certain circumstances, such as while making a right turn.

LANE - REVERSIBLE: A highway or street lane on which the direction of traffic flow can be changed to use maximum roadway capacity during peak-period demands.

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LANE MILE: One mile of a one-lane road or 0.5 miles of a 2 lane road , etc.

LEGISLATION:

FEDERAL:

CLEAN AIR ACT OF 1990: Revisions to the current act (which has a deadline of December 31, 1987 for attainment of air quality standards) are waiting final action by Congress. The proposed legislation aims to cut emissions of airborne toxics, sulfur dioxide, and nitrogen oxide. Automobile emissions would be reduced in new cars by 1995. The bill would have its strongest effect in the Midwest and East Coast. California's standards remain stricter than the proposed federal levels.

NATIONAL ENVIRONMENTAL POLICY ACT OF 1969 (NEPA): A comprehensive federal law requiring an analysis of the environmental impacts of federal actions, such as, the approval of grants, and the preparation of an environmental impact statement for every major federal action that significantly affects the quality of the human environment.

INTERMODAL SURFACE TRANSPORTATION EFFICIENCY ACT OF 1991 (ISTEA): Currently being reformulated for 1997 to create the expenditure program for the federal gas tax.

URBAN MASS TRANSPORTATION ACT OF 1964: Federal legislation enacted in 1964 that established the federal mass transportation program. There have been periodic amendments to the act since it was passed.

LEVEL OF SERVICE (LOS): A measure (denoted A through F) of the congested level on a highway facility based primarily on the comparison between the facility's capacity and the traffic volume it carries.

LIGHT RAIL: Rail transit service with flexibility in operating

characteristics. Can operate on city streets, in mixed flow, or on exclusive at grade or grade separated rights-of-way.

LINK: A section of a transportation system network defined by intersection points (nodes) at each end; that is, a link connects two nodes. It may be one way or two way.

LINK VOLUME: The total number of highway vehicles or transit passengers assigned to a network link.

LOAD FACTOR/RATIO: the ratio of used capacity to offered capacity of equipment or a facility during a specified time period, usually expressed in percentages.

LOCAL STREET: Provides access to the adjacent properties.

METRO RAIL: These refer to the major subway or heavy rail lines that are being developed.

MIXED USE: Any Project which is developed as a combination of residential and one or more commercial uses either in the same building or in separate buildings on the same site.

MODAL SPLIT: The fraction of travelers going by each of the available modes of transportation. A modal split model is a means of predicting these fractions.

MODE: Means or method of conveyance (e.g., auto, transit, airplane, bicycle, bus, etc.).

MODE SPLIT ANALYSIS: Model or probability calculation for determining choice between two or more transportation alternatives.

MODEL: 1. A mathematical or conceptual presentation of relationships and actions within a system. It is used for analysis of the system or its evaluation under various conditions. 2. A mathematical description of a real-life situation that uses data on past and present conditions to make a

projection about the future.

MULTI-MODAL: Concerning or involving more than one transportation mode.

NEEDS ASSESSMENT: A technique of estimating the services and facilities needed to satisfy the potential demand for transportation services.

NETWORK: 1. In planning, a system of links and nodes that describes a transportation system. 2. In highway engineering, the configuration of highways that constitutes the total system. 3. In transit operations, a system of transit lines or routes, usually designed for coordinated operation.

NODE: A point that represents an intersection of two or more links, highways, or transit lines or routes or a zone centroid; used in trip assignment.

NON-MOTORIZED: Transportation that is not powered by motor (e.g., bicycling, riding, hiking, walking, etc.).

OFF-PEAK PERIOD: See *BASE PERIOD*.

OFF-STREET PARKING: Parking space provided beyond the right-of-way of a street or highway.

ORIGIN: 1. The point at which a trip begins. 2. In planning, the *zone* at which a trip begins.

ORIGIN-DESTINATION STUDY (O-D Study): A study of the origins and destinations of the trips of vehicles, including trip purposes and frequencies. It can be used to establish "desire lines."

PARATRANSIT: Forms of transportation services that are more flexible and personalized than conventional fixed route, fixed schedule service but not including such services as charter bus trips. The vehicles are usually low or medium-capacity highway vehicles, and the service offered is adjustable in various degrees to individual users'

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desires. Its categories are public, which is available to any user who pays a predetermined fare (e.g., taxi, jitney, dial-a-ride), and semipublic, which is available only to people of a certain group, such as the elderly, employees of a company, or residents of a neighborhood (e.g. vanpools, subscription buses).

PARK AND RIDE (park 'n' ride, P&R): An access mode to transit, where patrons park their personal vehicle and ride the transit system to their destination.

PARKING MANAGEMENT: The means and method to control the amount, location, and length of stay of all on-street and off-street parking.

PARKING MANAGEMENT PLAN: Subsection J of Section 12.27 of the LAMC.

PARKING SUBSIDIES: That portion of the parking fee which is paid by the employer to reduce the actual cost of parking by the employee.

PEAK PERIOD (PEAK HOUR): Time of most intensive use of a service or facility. Also see *Base Period*.

PREFERENTIAL PARKING: Form of parking management where special parking stalls are reserved for carpools and vanpools. It is an incentive for the use of these transportation modes.

PROPOSITION A (PROP. A): A measure approved by the voters of Los Angeles County on 11/4/80 to increase the sales tax by 0.5 cent for the purpose of improving public transit in the County and to construct rail/rapid transit facilities.

PROPOSITION C: Successful measure on the November 1990 ballot. Authorizes collection of another 1/2 cent sales tax in LA County for transportation purposes.

PROPOSITION 111: See *Congestion Management Program*.

PROPOSITIONS 108 AND 116: The Transportation and Passenger Rail Bond Funding Package passed by the Legislature and signed by the Governor, received voter approval in June 1990. Authorizes \$1 billion of general obligation bonds for passenger rail transit. Authorized an additional \$2 billion to be placed on the ballot in 1992 and 1994.

RAIL: A rolled steel shape laid in two parallel lines to form a track for carrying vehicles with flange steel wheels.

RAIL TRANSIT: Passenger rail systems that carry commuters. Includes heavy rail (with no cross-traffic) & light rail (with cross-traffic).

RED LINE: See *Metro Rail*.

REGIONAL CORRIDORS: Provides the highest capacity and express movement of longer distance trips.

REGIONAL COMPREHENSIVE PLAN: Adopted February 1989 and revised in 1994, it is one of SCAG's three 20-year regional plans. The others are the Regional Mobility Element and the Air Quality Management Plan.

REGIONAL MOBILITY ELEMENT (RME): Adopted February 1989 and revised in 1994, it is one of SCAG's three 20-year regional plans. The others are the Regional Growth Management Plan (GMP) and the Air Quality Management Plan (AQMP). The RME anticipates that, even with extensive TSM and TDM programs reducing 3 million daily work trips, there will be a revenue shortfall of over \$26 billion for transportation improvements by the year 2010.

RIDESHARING: Grouping of people for transportation by means of carpools, vanpools, and subscription bus service.

RIGHT-OF-WAY (ROW): Land, property, or interest therein, usually in a strip, acquired for transportation purposes.

SELECTED LINK ANALYSIS: An analysis of origins and destinations of trips assigned to a specified link or links in a network.

SHUTTLE: 1. Service provided by vehicles that travel back and forth over a particular route, especially a short one, or one that connects two transportation systems or centers, or one that acts as a feeder to a longer route. 2. For rail, a system that operates on a short line, reversing direction at each terminal.

SIGNAL PREEMPTION: In highway operations, an automatic or manual device for altering the normal signal phasing or the sequence of a traffic signal to provide preferential treatment for specific types of vehicles, such as buses or trains.

SIGNIFICANT TRANSPORTATION IMPACT: An increase in the V/C ratio of .02 or more at an intersection with a final V/C ratio of more than 0.9.

SIMULATION/MODELING: A process or technique in which real phenomena, such as vehicle or person movements, are represented mathematically to allow study for planning purposes.

SINGLE OCCUPANCY VEHICLE: Passenger car or truck occupied by one (1) employee for commute purposes excluding any two-wheeled carrier.

SITE PLAN REVIEW: The systematic assessment of land development proposals in the context of a community's land development policies and regulations, and accepted site design practices.

SMART STREETS: A computerized system of traffic signals that changes the signal timing to decrease congestion. One "smart" street system used by the City of Los Angeles is in the USC-Coliseum Area.

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG): A planning agency for the Southern California Region, including the counties of Ventura, Los

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Angeles, San Bernardino, Riverside, Orange, and Imperial.

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (SCRTD, RTD): SCRTD is now merged into LACMTA. RTD used to operate the regional public transit system with the major portion of its service in Los Angeles County, but with lines extending into other Southern California Counties. (See LACMTA)

SPECIFIC PLAN: A plan adopted in ordinance form by the City to implement the General Plan for designated areas. It contains greater detail than the general plan map and texts.

SATELLITE WORK CENTER: A satellite work center is set up when a company or companies decentralize part of their operations to a remote location. Thus, employees in a given geographic area can commute to a satellite work center, rather than their main office & still keep in touch with the operations of their employer. Satellite work centers should not be confused with simple branch offices.

STAGGERED WORKING HOURS: Rather than all employees starting and ending at the same time, these times are staggered between 15 minutes and two hours. This type of schedule shifts some employees out of the peak commuting period, relieving traffic congestion. Usually, either individual employees or entire departments are subject to staggered work hours.

STREET - ARTERIAL: General term denoting a roadway primarily for through traffic, usually, on a continuous route.

STREET - COLLECTOR: A street that gathers and disperses traffic between larger arterial highways and smaller streets.

STREET - LOCAL ACCESS: A street that provides access for pedestrians and vehicles to properties that front on it but is not intended for through traffic.

STREET - MAJOR: An arterial highway that has intersections at grade and gives direct access to abutting property. Geometric design and traffic control measures are used to expedite the safe movement of traffic.

STREET - MIXED MODE: A street carrying mixed traffic, that is, having no exclusive transit lanes or priority lanes for transit.

SUBSIDY: In transportation, a grant, usually provided by a government agency, that makes up all or part of the difference between the cost of providing a transportation service and the revenues generated by that service.

SUBWAY: 1. That portion of a transportation system that is constructed beneath the ground surface, regardless of its method of construction. 2. An underground rail rapid transit system or the tunnel through which it runs. 3. In local usage, sometimes used for the entire rail rapid transit system, even if it is not all beneath the ground surface. 4. A pedestrian underpass.

TAXICAB: A passenger automobile or a specially designated vehicle driven by a professional driver in a for-hire taxi service.

TELECOMMUNICATIONS: The conveyance of information by electronic means. Examples include the telephone, interactive cable facilities, computer networks, video conference centers.

TRAFFIC ASSESSMENT: A written determination by the DOT as to the likely traffic impacts resulting from a development considering: 1) an estimate of development related trips, 2) geographic distribution of trips, 3) ambient traffic growth to the year of development completion, and 4) current LOS at neighboring intersections.

TRAFFIC CONTROL DEVICE: A sign, signal, marking, or other device placed on or adjacent to a

street or highway, by authority of a public body or official that has jurisdiction, to regulate, warn, or guide traffic.

TRAFFIC COUNT: A record of the number of vehicles, people aboard vehicles, or both, that pass a given checkpoint during a given time period.

TRANSIT: Transportation service operated by public or private agencies for use by the general public that utilize buses or rail-cars, following a fixed route and schedule.

TRANSIT CENTER: A transit stop or station at the meeting point of several routes or lines or of different modes of transportation. It is located on or off the street and is designed to handle the movement of transit units (vehicles or trains) and the boarding, alighting, and transferring of passengers between routes or lines (in which case it is also known as a *transfer center*) or different modes (also known as a *modal interchange center* or an *intermodal transfer facility*).

TRANSIT SHELTER: A building or other structure constructed at a transit stop. It may be designated by the mode offering service, for example, *bus shelter*. A transit shelter provides protection from the weather and may provide seating or schedule information or both for the convenience of waiting passengers.

TRANSPORTATION DEMAND MANAGEMENT (TDM): Implementing measures which encourage people to change their mode of travel or not to make a trip at all, e.g., ridesharing, pricing incentives and disincentives, parking management, and telecommunication.

TRANSPORTATION ELEMENT: Contains City's goals and policies on transportation. Section 96.5 Subsection (2), Paragraph (b) of the City Charter requires the following: "A circulation element [of the General Plan] indicating the general location and characteristics of existing and proposed freeways,

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major thoroughfares, transportation routes, terminals and other facilities and features all correlated with the land use element of the General Plan."

TRANSPORTATION IMPROVEMENT MITIGATION PROGRAM (TIMP): 1. In the Community Plan Revision and Update programs, a document prepared for each community or district plan, which describes how the transportation system must be developed in order to accommodate the intensity and configuration of the land use portion of the revised area plan. The TIMP also serves as the Impact Analysis section for the Environmental Impact Report on the revised area plan. 2. In the Citywide General Plan Framework, a citywide document which describes how the transportation system must be developed in order to accommodate the intensity and configuration of land use patterns described in the CGPF. The Citywide TIMP also serves as a guiding document and policy directive for the development of planning area TIMPs. The Citywide TIMP will function as the Impact Analysis section for the EIR on the CGPF and will become the background report for the Citywide Transportation Element.

TRANSPORTATION IMPROVEMENT PROGRAM (TIP): A list of highway projects which are funded for construction over the next five years. The TIP is updated annually and must be approved by SCAG, Caltrans, and the CTC.

TRANSPORTATION MANAGEMENT ASSOCIATION (TMA): A voluntary association of developers, building owners/managers, employers, employees, and regulatory governmental agencies in a specific area. The TMA members coordinate among themselves and local government agencies to affect transportation improvement programs.

TRANSPORTATION MANAGEMENT ORGANIZATION (TMO): The TMA incorporates sub-groups of TMOs. They are area-specific organizations

as part of the functioning structure of the TMA.

TRANSPORTATION SYSTEM MANAGEMENT (TSM): Increasing the flow of travel on existing facilities through such improvements as a ramp metering, signal synchronization, removal of on-street parking and others. Improvements typically have a low capital cost, do not call for major construction, and can be implemented in a relatively short time frame.

TRAVEL DEMAND - LATENT: The number of trips that would probably be made during a defined period of time by vehicles or passengers along a particular route or corridor under specified conditions, for example, at certain fare or service levels.

TRAVEL DEMAND - TOTAL: The potential number of trips that would probably be made by people who do not now travel because of inconvenience, unawareness, inaccessibility, or unavailability of present modes or the inability to use them.

TRIP: One-way travel of a person (or vehicle) between an origin point and a destination point, without any intermediate destinations.

TRIP ASSIGNMENT: In planning, a process by which trips, described by mode, purpose, origin, destination, and time of day, are allocated among the paths or routes in a network by one of a number of models.

TRIP DISTRIBUTION: A matrix of origins and destinations of all trips, usually tabulated in terms of traffic assignment zones. This analysis is used to determine capacity limitations at any link.

TRIP ATTRACTIONS: The number of trips to or from a zone generated by present or future land uses in that zone

TRIP GENERATION: The determination of the number of

trips produced by and attracted to each zone.

TRIP GENERATOR: A land use from which trips are produced, such as a dwelling unit, a store, a factory, or an office.

TRIP PRODUCTIONS: The number of trips that are produced from and return to a given zone, generally the zone of residence. Trip productions can also be defined as the home end of home-based trips or the origin of non-home-based trips.

TRIP PURPOSE: The primary reason for making a trip, for example, work, shopping, medical appointment, recreation.

TRIP TABLE: A table that presents the number of trips between zones, classified by mode, purpose, time period, type of vehicle, or other category.

VANPOOL: Prearranged membership in a group whose members are picked up at specific points (possibly their homes) to be taken to and from one or more work sites. Three types of vanpool are owner-operated, employer sponsored, and third party.

VEHICLE HOURS OF TRAVEL (VHT): A measure of vehicular travel, usually expressed as average daily or annual VHT.

VEHICLE MILES OF TRAVEL (VMT): The prime measure of vehicular movement in an area, usually expressed as average daily or annual VMT.

VOLUME/CAPACITY RATIO: The comparison between the facility's design capacity and the actual traffic volume it carries, calculated for both intersections (nodes) and highway sections (links). Usually expressed as a percentage or translated into Level of Service.

WORK STAGGERING: Arrangement of work schedules such that employees start and stop work different times, but within relatively small intervals.

APPENDIX C

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- LADOT, City of Los Angeles Roadway Characteristics Statistical Report (Los Angeles, CA) March, 1994
- LADOT, Traffic Study Policies and Procedures (Los Angeles, CA) November, 1993
- SCAG, Regional Mobility Element: The Long Range Transportation Plan for the SCAG Region [2 vols] (Los Angeles, CA) June, 1994
- SCAQMD, 1997 Air Quality Management Plan (Diamond Bar, CA) November, 1996

APPENDIX D

INVENTORY OF MODIFIED STREET DESIGNATIONS

Street Name	Alignment	Standard Street Designation	Modified Designation (Community Plan)	Community Plan Comment
Beaudry Ave.	Wilshire Blvd. to Sunset Blvd.	Major Highway Class II	Modified Major Highway	Modified standards are set forth in the Central City West Specific Plan.
Beverly Blvd.	Western Ave. to La Cienega Blvd.	Major Highway Class II	Modified Major Highway	No widening in excess of the existing roadway (Wilshire Plan)
Beverly Glen Blvd.	Mulholland Dr. to Sunset Blvd.	Secondary Highway	Scenic Mountain Arterial	No widening, realigning or improvement to increase traffic capacity (Bel Air/Beverly Crest Plan)
Bixel St.	Crown Hill to 7 th St.	Secondary Highway	Modified Secondary Highway	Modified standards are set forth in the Central City West Specific Plan
Blaine St.	9 th St. to Olympic Blvd.	Secondary Highway	Modified Secondary Highway	Modified standards are set for in the Central City West specific Plan
Califa St.	Topanga Canyon Blvd. to Canoga Ave.	Collector Street	Special Collector Street	Modified standards are set forth in the Warner Center Specific Plan
Coldwater Canyon Dr.	Mulholland Dr. to Beverly Hills City Limits	Secondary Highway	Scenic Mountain Arterial Street	No widening, realigning or improvement to increase traffic capacity (Bel Air/Beverly Crest Plan)
Crescent Heights Blvd.	Wilshire Blvd. to Rosewood Ave.	Secondary Highway	-----	No widening to increase capacity on Crescent Heights for 20 years (until May 1996) [Wilshire Plan]
Crenshaw Blvd.	Pico Blvd. to 60th St.	Major Highway Class I	Principal Major Highway	Minimum curb to curb roadway of 104 feet required (West Adams/Baldwin Hills/Leimert Plan)
De Soto Ave.	Fwy 101 bridge to Victory Blvd.	Major Highway Class I	Super Major Highway	Modified standards set forth in Warner Center Specific Plan
Glendale Blvd.	1 st St. to Fwy 101 bridge	Major Highway Class II	Modified Major Highway	Modified standards are set forth in the Central City West Specific Plan

Street Name	Alignment	Standard Street Designation	Modified Designation (Community Plan)	Community Plan Comment
Glencoe St.	Washington Blvd to Maxella Ave.	Secondary Highway	Modified Secondary Highway	Modified standards set forth in Glencoe/Maxella Specific Plan
Hartford Ave.	7 th St. to 8 th St.	Secondary Highway	Modified Secondary Highway	Modified standards at set forth in the Central City West Specific Plan
Highland Ave.	Melrose Ave. to Wilshire Blvd.	Divided Highway	-----	Retain medians; trees to be preserved; no improvements beyond the existing right-of-way (Wilshire Plan)
Indiana St.	Olympic Blvd. to 3rd St.	Secondary Highway	-----	Any widening and improvement shall be coordinated with the County of Los Angeles (Boyle Heights Plan)
Laurel Canyon Blvd.	Lookout Mountain Ave. to Mulholland Drive	Secondary Highway	Scenic Mountain Arterial	No widening, realigning or improvement to increase traffic capacity (Bel Air/Beverly Crest Plan)
Lucas Ave.	6 th St. to 7 th St.	Secondary Highway	Modified Secondary Highway	Modified Standards at set forth in the Central City West Specific Plan
Mulholland Dr.	Mulholland Hwy to Lakeridge Rd.	Scenic Parkway	-----	No changes or improvement may be made to the alignment or design of Mulholland Dr. without the prior approval of the City Council. Mulholland Dr. must remain at its existing alignment and the width of the right-of-way must remain as is . Mulholland Dr. shall consist of two travel lanes, one in each direction with a maximum width of 15 feet per lane. The shoulder shall be five feet wide. (Ord. 167,943)
Olympic Blvd.	Century Park West to Bundy (excluding Glendon to Malcolm)	Major Highway Class II	Modified Major Highway	Modified standards set forth in the West Los Angeles TIMP Specific Plan

Street Name	Alignment	Standard Street Designation	Modified Designation (Community Plan)	Community Plan Comment
Overland Ave.	Pico Blvd. to La Grange Ave.	Secondary Highway	-----	No street widening shall be permitted, except for any currently scheduled realignment project at Pico Blvd. This restriction is in affect as long as fronting properties remain in the Low Density Housing Category. (West Los Angeles Plan)
Oxford Ave.	San Marino St. to Maplewood Ave.	Secondary Highway	Minimum Secondary Highway	80-foot right of way, 60-foot roadway (Wilshire Plan)
Pacific Ave.	Washington Blvd. to Marina Del Rey Channel	Secondary Highway	Modified Secondary Highway	No comments in Plan text; designated in Venice Plan generalized circulation map as "modified"
Plummer Street	Valley Circle Blvd. to Topanga Canyon Blvd.	Secondary Highway	Valley Circle Scenic Corridor	Right-of-way standards are described in LAMC 17.05-T.
Redondo Blvd.	Venice Blvd. to La Brea Ave	Secondary Highway	Modified Secondary Highway	No widening in excess of existing roadway (Wilshire Plan)
Robertson Blvd.	Beverly Blvd. to 18 th St.	Secondary Highway	Minimum Secondary Highway	Wilshire Plan calls for 80ft. ROW/60ft. Roadway
San Vicente Blvd.	Santa Monica City Limits to Goshen Ave.	Secondary Highway	Scenic Secondary Road	No roadway alignment changes shall be made on the San Vicente Scenic Corridor (except for safety improvements) without a public hearing, to be held by the Board of Public Works, notification of which shall be posted along the right-of-way and published in a newspaper of local circulation at least 16 days prior to the hearing date. (Ord. 161,766)
Sunland Blvd.	Chivers Ave. to 210 Fwy.	Major Highway Class II	Modified Major Highway	Limited to Secondary Highway standards (Sunland/Tujunga/Lakeview Terrace Plan)

Street Name	Alignment	Standard Street Designation	Modified Designation (Community Plan)	Community Plan Comment
Sunset Blvd.	City of Beverly Hills boundary to 405 Fwy.	Major Highway Class II	-----	Per Bel Air/Beverly Crest Plan text, Sunset is not to be widened for the purpose of increasing capacity.
Sunset Blvd.	405 Fwy. to Pacific Coast Hwy.	Major Highway Class II	-----	Per Brentwood/Pacific Palisades Plan Footnote No. 14, Sunset is not to be widened for the purpose of increasing capacity, during the 20 yr. life of the Plan [through June, 2018]
Third Street	Doheny Dr. to City of Beverly Hills boundary	Secondary Highway		Per Wilshire District Plan footnote, street improvements shall be limited to the existing 75-foot ROW.
Tujunga Ave.	Burbank Blvd. to Ventura Freeway	Secondary Highway	Modified Secondary Highway	North Hollywood Plan text calls for modified secondary i.e. 60 ft. roadway in 80 ft. ROW.
Valley Circle Blvd.	Roscoe Blvd. to Plummer St.	Major Highway Class II	Valley Circle Scenic Corridor	Right-of-way standards are described in LAMC 17.05-T.
Victory Blvd.	De Soto Ave. to Topanga Canyon Blvd.	Major Highway Class I	Super Major Highway	Modified standards are set forth in the Warner Center Specific Plan.
White Oak Ave.	Rinaldi St. to Devonshire St.	Secondary Highway	-----	Any additional improvement shall be limited to 54 feet in width between curbs to protect the historic and cultural deodar trees. (Northridge Plan)
White Oak Ave.	Devonshire St. to Roscoe Blvd.	Secondary Highway	-----	Any additional improvement shall be limited to 44 feet in width between curbs.(Northridge Plan)
Wilshire Blvd.	San Vicente Blvd. to Lafayette Park Pl.	Major Highway Class II	Modified Major Highway	No widening in excess of existing roadway (Wilshire Plan)
Witmer St.	3 rd St. to 7 th St.	Secondary Highway	Modified Secondary Highway	Modified standards are set forth in the Central City West Specific Plan.

APPENDIX E

INVENTORY OF DESIGNATED SCENIC HIGHWAYS

APPENDIX E**INVENTORY OF DESIGNATED SCENIC HIGHWAYS**

Street Name	Alignment	Standard Street Designation	Scenic Features or Resources/ Comment
Adams Boulevard	Figueroa to Crenshaw	Major highway Class II	
Avenue of the Stars	Santa Monica to Pico	Divided major highway Class II	wide landscaped median, fountains
Balboa Boulevard	1. Fwy. 5 to Sesnon;	Major highway Class II	street should be designed so as to least disrupt the scenic qualities of the area it traverses.
	2. Victory to Burbank Blvd.	Divided major highway Class II	Sepulveda Basin, park access
Barham Boulevard	Fwy. 101 to Forest Lawn Dr.	Major highway Class II	dramatic pass with northerly Valley views
Beverly Glen Blvd.	Ventura Blvd. to Sunset Blvd.	Secondary highway	winding cross mountain road; Valley views
Big Tujunga Canyon Blvd.	Fwy. 210 to N'ly City boundary	Secondary highway	canyon road with impressive views of rugged mountains
Brand Boulevard	Sepulveda to City boundary	Divided major highway Class II	landscaped median
Broadway	98th. St. to 112th St.	Divided major highway Class II	wide landscaped median
Burbank Blvd.	Balboa to Fwy. 405	Divided major highway Class II	Sepulveda Basin, park access
Burton Way	Le Doux Road to City boundary with Beverly Hills	Divided major highway Class II	wide landscaped median

Street Name	Alignment	Standard Street Designation	Scenic Features or Resources/ Comment
Coldwater Canyon Drive	Ventura Blvd. to City boundary with Beverly Hills	Secondary highway	winding cross mountain road providing access to the Mulholland Scenic Parkway
Colorado Boulevard	Eagledale to Monte Bonito	Major highway/divided major highway Class II	(Specific Plan Ord. No. 168,046)
Crenshaw Boulevard	Fwy. 10 to Slauson	Major highway Class I	
Culver Boulevard	Vista del Mar to Ballona Creek	Secondary highway	ocean and Marina views, Ballona wetlands
Eagle Rock Boulevard	NE'ly Verdugo Rd. to Colorado Blvd.	Divided major highway Class II	landscaped median
Forest Lawn Drive	Barham to Griffith Park Dr.	Major highway Class II	winding road past Hollywood Hills; gateway to Griffith Park
Fwy. 5	Fwy. 210 to N'ly City limit	Freeway	State Scenic Highway
Fwy. 101	Topanga Canyon Blvd. to W'ly City limit	Freeway	State Scenic Highway
Fwy. 118	DeSoto Ave. to W'ly City limit	Freeway	State Scenic Highway
Fwy. 210	Fwy. 5 to E'ly City limit	Freeway	State Scenic Highway
Glendale Boulevard	LA River Bridge to City boundary with Glendale	Divided major highway Class II	wide landscaped median

Street Name	Alignment	Standard Street Designation	Scenic Features or Resources/ Comment
Harbor Boulevard	Vincent Thomas Bridge to Crescent Ave. + future alignment to Shepard St.	Major highway Class II	views of historic San Pedro and the Port
Highland Avenue	Wilshire to Melrose	Divided secondary highway	landscaped median, significant palm trees
Huntington Drive N	Monterey Rd.. to E'ly City limit	Divided major highway Class II	wide landscaped median
John S. Gibson Blvd.	Harry Bridges Blvd. to Pacific Ave.	Major highway Class II	views of harbor activities, Vincent Thomas Bridge
La Tuna Canyon Blvd.	Sunland Blvd. to Fwy. 210	Secondary highway	views of ranches in Verdugo Hills
Laurel Canyon Blvd.	Ventura Blvd. to Hollywood Blvd.	Secondary highway	winding cross mountain road through rustic area
Leimert Blvd.	M.L. King to 43rd Place	Divided major highway Class II	landscaped median
Lincoln Boulevard (Highway Rte. 1)	Venice Blvd. to City boundary with Santa Monica	Major highway Class II	State Scenic Highway
Los Feliz Boulevard	Riverside Dr. to Western Ave.	Secondary highway	hillside and city views
Monterey Road	Hardison Way to Huntington Dr.	Secondary highway	
Mountaingate Drive	Canyonback to Sepulveda	Divided secondary highway	landscaped median

Street Name	Alignment	Standard Street Designation	Scenic Features or Resources/ Comment
Mulholland Drive	1. Fwy. 101 westerly to Mulholland Hwy; 2. Mulholland Hwy to Valley Circle Blvd.	Scenic parkway Major highway Class II	(Specific Plan Ord. No. 167,943) Panoramic views, "ribbon of park"
Pacific Avenue/Front Street	John S. Gibson Blvd. to Harbor Blvd.	Major highway Class II	views of Vincent Thomas Bridge; views of historic San Pedro and Port
Pacific Coast Highway (Highway Rte. 1)	entire alignment N. of Fwy. 10 (City portion)	Major highway Class II	State Scenic Highway
Palisades Drive	Sunset Blvd. to N'y terminus	Divided Secondary highway	wide mountain road; good landscaping and ocean views
Paseo del Mar	Western Ave. to Gaffey St.	Secondary highway	hillside and bluff route with ocean views, park access
Plummer Street	Valley Circle to Topanga Canyon	Secondary highway	(LAMC 17.05-T)
Porter Ranch Streets Corbin Ave. Mason Ave. Rinaldi St. Sesnon Blvd. Winnetka Ave.	(future streets)	Major highways Class II	(Specific Plan Ord. No.166,068)

Street Name	Alignment	Standard Street Designation	Scenic Features or Resources/ Comment
Reseda Boulevard	1. portion N. of Rinaldi; 2. Ventura Blvd. to S'ly terminus	Major highway Class II Secondary highway / Collector street	street should be designed so as to least disrupt the scenic qualities of the hillside area it traverses
Rinaldi Street*	Fwy. 405 to Corbin Ave.	Major highway Class II	hillside street with good mountain, Valley views
Riverside Drive	Los Feliz Blvd. to Stadium Way	Major highway Class II	essential link in "chain of parks" concept
Santa Monica Boulevard	Sepulveda to City boundary with Beverly Hills	Divided major highway Class I	
Santa Susana Pass Road	entire alignment within City	Secondary highway	dramatic pass; hillside and Valley views
San Vicente Blvd.	1. Pico Blvd. to Colgate Ave.; 2. Goshen Ave. to 26th St.	Divided major highway Class II Divided secondary highway	wide street with landscaped median [Specific Plan Ord. No. 161,766]; wide landscaped median
Sepulveda Boulevard	1. Fwy. 405 to Sunset Blvd.; 2. Rayen St. to Devonshire St.	Major highway Class II Divided major highway Class II	old cross mountain road with tunnel, views of mountains and Valley wide street with landscaped median

Street Name	Alignment	Standard Street Designation	Scenic Features or Resources/ Comment
Sesnon Boulevard*	Winnetka Ave. to Balboa Blvd.	Major highway Class II	street should be designed so as to least disrupt the scenic qualities of the hillside area it traverses
Sherman Way	Variel to Kester	Divided major highway Class II	wide street, landscaped median
Shepard Street	Pacific Ave. to Gaffey St.	Secondary highway	views of harbor, ocean
Silverlake Boulevard	Duane St. to Armstrong Ave.	Secondary highway	views to and from Reservoir; landscaped setbacks
Stadium Way	Fwy. 5 to Fwy 110	Secondary highway/Collector street	winding drive through Elysian Park
Sunland Boulevard	Chivers Ave. to Fwy. 210	Major highway Class II	hillside views
Sunset Boulevard	PCH to City boundary with Beverly Hills	Major highway Class II	views of mountains, estates, UCLA campus
Tampa Avenue	portion N. of Devonshire St.	Major highway Class II	street should be designed so as to least disrupt the scenic qualities of the hillside area it traverses
Temescal Canyon Road	PCH to Sunset Blvd.	Major highway Class II	broad avenue lined with parks and amenities

Street Name	Alignment	Standard Street Designation	Scenic Features or Resources/ Comment
Topanga Canyon Boulevard (Highway Rte. 27)	PCH to Mulholland Dr. (City portion)	Major highway Class II	State Scenic Highway
Valley Circle Boulevard	Mulholland Dr. to Plummer St.	Major highway Class II	“country road” winding past Chastworth Reservoir with views of “Twelve Apostles” rock formations (LAMC 17.05- T.)
Venice Boulevard	Longwood to Abbot Kinney	Divided major highway Class II	wide street, landscaped median
Ventura Boulevard	Valley Circle to Fwy. 405	Major highway Class II	(Specific Plan Ord. No. 166,650)
Vermont Avenue	Gage to Gardena Blvd.	Divided major highway Class II	wide street, landscaped median
Vineland Avenue	Ventura Blvd. to Magnolia	Divided major highway Class II	landscaped median
Vista del Mar	Culver Blvd. to Imperial Highway	Major highway Class II	sand dunes and ocean views
Wentworth Street	Sheldon St. to Fwy. 210	Secondary highway	views of hills, Hansen Dam and Tujunga Wash
Western Avenue	1. 25th St. to Paseo del Mar;	Major highway Class II	hillside and ocean views
	2. Franklin Ave. to Los Feliz	Secondary highway	hillside and city views
White Oak Avenue	Rinaldi to Devonshire	Major highway Class II	Deodar trees cultural-historic monument

Street Name	Alignment	Standard Street Designation	Scenic Features or Resources/ Comment
Wilshire Boulevard	1. Beverly Hills boundary to Malcolm Ave.;	Major highway Class I	(Specific Plan Ord. No. 155,044)
	2. Sycamore to Fairfax	Major highway Class II	Miracle Mile; landscaped median
Woodley Avenue	Victory to Burbank Blvd.	Major highway Class II	park access; Sepulveda Basin
25th Street	Western Ave. to W'ly City boundary	Major highway Class II	hillside and ocean views
Avenue 64	York Blvd. to N'ly City boundary	Secondary highway	

*Portions of these scenic highways not described in this Appendix are included in the Porter Ranch Specific Plan as "scenic routes" [Ord. No. 166,068]

**CITY OF LOS ANGELES
DEPARTMENT OF CITY PLANNING**

**LAND USE/
TRANSPORTATION
POLICY**

**for
THE CITY OF LOS ANGELES
&
THE LOS ANGELES COUNTY METROPOLITAN
TRANSPORTATION AUTHORITY**

**Approved by the City Planning Commission
July 29 , 1993**

**Adopted by the City Council
November 2, 1993**

and

**Endorsed by the LACMTA Board of Directors
October 26, 1994**

**Council File No. 93-0478
City Plan Case No. 93-0257**

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VISION STATEMENT

By the year 2010, Angelenos are traveling to work, to school, to visit friends and shopping by way of the newly-built mass transit system. Surrounding the transit stops are high-activity, liveable, pedestrian oriented neighborhoods that are linked to other neighborhoods via rail, bus and other modes of transportation. These pedestrian-oriented neighborhoods are identified by compact development that provides for a full range of economic and social services, including housing, ground-floor retail, community and entertainment facilities, grocery stores and cafes. Moreover, these areas contain safe and clean environments with attractive settings for living and working.

By integrating life around transit, the City of Los Angeles has the opportunity to reduce automobile congestion and consequently to better the City's air quality, provide a more efficient land use pattern and create a better quality of life for all Los Angeles residents.

EXECUTIVE SUMMARY

Introduction

During the next 20 years, the City of Los Angeles will be the hub of the largest transit public works project in the United States. The development of this system—over 300 miles—will take place during phases of economic upturns and downturns. Nevertheless, a vast regional transportation network, including rail and bus public transit systems, carefully integrated and coordinated, will be created to serve the growing population and economy of the Los Angeles region. This transportation network will extend to outlying areas as far distant as Ventura and San Bernardino Counties.

The City of Los Angeles and the Los Angeles County Metropolitan Transportation Authority (LACMTA) have initiated a cooperative planning effort to develop an integrated policy addressing land use, transportation and air quality issues related to the regional transportation system. An integrated rail and bus transit system creates a unique opportunity for the City to address the challenge of providing for local growth, supporting economic vitality, improving local air quality, relieving traffic congestion and providing a full range of housing opportunities while maintaining and improving the City's quality of life. A land use-transportation policy offers the City and the LACMTA the ability to ensure the success of the regional transportation system by using land use patterns that support transit ridership and revenue capture opportunities. New public and private strategies are essential to maximize the benefits of the extensive public investment in building a regional transportation system.

Purpose

The Land Use-Transportation Policy provides the framework to guide future development around transit station areas. The Policy includes Land Use, Housing, Urban Design, Ridership Strategy, Parking and Traffic Circulation, Equity, Economic Development, and Community Facilities elements. These elements will guide the land use and circulation patterns linked to the transit system.

The Policy provides general objectives and principles. During the implementation process, application of the Policy to individual properties and areas, including current and future Specific Plan areas, will allow for the achievement of these objectives and principles in the most appropriate manner for such properties and areas. The Policy should not be rigidly applied but must allow for flexibility in achieving its goals for guiding future development around transit station areas.

Objectives

Among the objectives of the Land Use-Transportation Policy are to:

- Focus future growth of the City around transit stations.
- Increase land use intensity in transit station areas, where appropriate.
- Create a pedestrian oriented environment in context of an enhanced urban environment.
- Accommodate mixed commercial/residential use development.
- Provide for places of employment.
- Provide a wide variety of housing for a substantial portion of the projected citywide population.
- Reduce reliance on the automobile.
- Protect and preserve existing single family neighborhoods.

The public transit system will contribute significantly to the economy of the City, attracting private investment and contributing to neighborhood revitalization. The public transportation system will link the City's designated Centers, the City's neighborhoods, major places of employment, of public assembly and recreation, schools, universities and institutions.

Organization of the Document

The following section contains an outline of the principles that have guided preparation of the document. The Policy follows, covering the eight elements of:

- Land Use
- Housing
- Urban Design
- Ridership strategy
- Parking and Traffic Circulation
- Equity
- Economic Development
- Community Facilities

Next, Transit Station Area Prototypes, outlined as follows, are described with reference to potential future neighborhood characteristics acquired through implementation of this Policy.

Major Urban Center

The Major Urban Center is located in the densely developed urban core or Central Business District. Land use is largely commercial.

Urban Complex

The Urban Complex is characterized by linear commercial/office development along corridors with mixed and/or adjacent residential uses.

Major Bus Center

The Major Bus Center contains a mix of land uses and is identified by the bus line intersections of the twenty bus routes with the highest ridership.

Neighborhood Center

The Neighborhood Center contains a commercial and residential mix. These areas are characterized

by commercial, educational, entertainment or other activities that cater to the surrounding residential community.

Regional/Suburban Center

The Regional/Suburban Center serves the outlying Los Angeles communities. These areas contain a mix of parking/commuter services, commercial, residential, entertainment and/or other activities, and are planned and connected to the greater region.

Industrial Complex

The Industrial Complex is characterized by large scale development required by wholesale, manufacturing, warehousing, shipping, and other purposes.

GUIDING PRINCIPLES

The Land Use-Transportation Policy is a long-term strategy for integrating land use, housing, transportation and environmental policies into the development of a city form that complements and maximizes the utilization of the region's transit system. The Guiding Principles of Land Use-Transportation Policy are to:

- Increase transit ridership and maximize the use and efficiency of Los Angeles' rail and bus transit systems.
- Distribute housing, employment and public transit opportunities equitably for all social and economic groups.
- Establish transit centers and station areas as places where future growth of Los Angeles is focused.
- Develop and apply urban design standards to ensure the development of a high-quality and safe and secure urban environment.
- Provide open space and recreational space around transit station areas.
- Develop compact quality pedestrian oriented mixed-use neighborhoods within walking distance to rail transit stations and other transit centers.
- Reflect the unique cultural and physical identity of each community.
- Promote private sector development in rail and other transit centers to maximize

public investment.

- Improve the public health and environment by reducing emission of air pollution from automobiles by creating a more efficient urban form.
- Preserve limited open space.
- Promote easy and efficient access for transit patron mode transfers.
- Promote policies that protect and preserve existing single family neighborhoods.

LAND USE-TRANSPORTATION POLICY

The Land Use-Transportation Policy consists of the following eight elements. These eight elements provide the development guidelines for neighborhoods within a 1/2-mile distance of transit stations. These neighborhoods are defined by a Primary Influence Area of 1/4-mile radius from the transit station, and a Secondary Influence Area that serves as an area of transition and extends to a 1/2-mile radius from the transit station.

Land Use

The intent of the Land Use policy is to concentrate mixed commercial/residential uses, neighborhood-oriented retail, employment opportunities, and civic and quasi-public uses around transit stations, while protecting and preserving surrounding low density neighborhoods from encroachment of incompatible land uses.

- Designate Transit Oriented Districts (TOD's) at each transit station that include Primary and Secondary Influence Areas as defined in the Glossary (Attachment A).
- Adopt minimum and maximum levels of densities/intensities of development in TOD's consistent with Transit Station Area Prototypes.
- Concentrate higher densities and intensities of land use in Primary Influence Areas.
- For the Primary Influence Areas, provide incentives for development as specified in, but not limited to, those listed on pages 12 through 14.
- For Secondary Influence Areas, adopt zoning to create a transition in scale, height, and density between 1/4-mile and 1/2-mile of transit stations, as specified in the matrices.

- Adopt a Master Environmental Impact Report for each TOD.
- Adopt restrictions on automobile-reliant land uses, such as gas stations, car dealerships and parking lots to minimize car trips.
- Facilitate the development of uses directly related to the needs of the surrounding community, such as convenient neighborhood oriented retail and personal services.
- Facilitate the creation of community gardens or landscaping on publicly- and privately-owned vacant land as interim uses until development occurs.

Housing

The intent of the Housing policy is to increase the supply of new housing for all income groups that is accessible to transit and to provide a high quality living environment.

- New housing construction should include affordable units.
- Accommodate substantial future housing production in and around transit station areas.
- Provide a broad range of new housing units affordable to a mix of household incomes in TOD's.
- Preserve housing affordability in Primary and Secondary Influence Areas through rehabilitation, housing programs and replacement housing of those existing residential units that are demolished.
- Adopt incentives for multi-family housing preservation and production in Primary Influence Areas as specified on pages 12-14.

Urban Design

The intent of the Urban Design policy is to create safe, clean, pedestrian-oriented neighborhoods where transit provides a desirable and positive asset to the community.

- Require transit-friendly buildings that facilitate pedestrian, bicycle, transit, high occupancy vehicles access to buildings.
- Adopt urban design guidelines shaped by community input and tailored to the Transit Station Area Prototypes.

- Facilitate native, drought-tolerant landscaping along transit routes and to stations.
- Require public art designed to be compatible with the character and context of existing communities.
- Design safe, clean, comfortable and active pedestrian-oriented environments in transit station areas; enhance the pedestrian's perception of safety and sense of orientation.
- Adopt walkway widths in TOD's to promote and enhance pedestrian access and circulation.
- Create vibrant pedestrian plazas and squares consistent with Transit Station Area Prototypes by such techniques as closing streets and alleys and building atriums.
- Set aside land in each TOD for public open space.
- Conserve historic character and structures.
- Design convenient bicycle circulation routes in the vicinity of transit station areas.
- Promote energy and water efficient design in transit stations and adjacent development.

Ridership Strategy

The intent of the Ridership Strategy policy is to coordinate other transportation modes with the rail transportation system in order to increase awareness and use of the public transportation system.

- Develop an intermodal mass transportation plan within TOD's. (Include bus and DASH link to rail.)
- Require bicycle access to and storage at transit stations.
- Require and facilitate pedestrian access throughout TOD's.
- Ensure that the transit system, balanced between bus, rail and other modes of travel, is made accessible to all residents of the City.

Parking and Traffic Circulation

The intent of the Parking and Traffic Circulation policy is to encourage bicycle driving, public transit

ridership and pedestrian access and to reduce parking and automobile reliance.

- Adopt a “transit first” policy to assure effective and efficient connections between different transportation systems.
- Develop transit station area Access and Circulation Plans to address and balance neighborhood concerns, deliveries to business, and transit station needs.
- Develop a Regional Parking Management Plan serving the transit system.
- Provide intercept park-and-ride facilities in commuter-oriented station areas. Offer incentives to new development in Major Urban Center TOD’s for contributions to fund the construction of these park-and-ride facilities.
- Adopt parking requirements appropriate to TOD’s including establishment of minimum/maximum on-site parking ratios for new development within Primary Influence Areas. Reduce minimum/maximum on-site parking requirements for new development as the transit system matures.
- Seek emission credits for mobile sources and exemptions from or modifications of traffic mitigation measures such as the Congestion Management Program for projects that comply with this Policy within the Primary Influence Areas.
- Within the Primary Influence Areas, encourage new development to locate code-specified parking in structures and/or lots which can be converted or redeveloped into other uses as the transit system develops.
- Give parking priority in TOD’s to carpools, vanpools and bicycles.
- Maximize shared-use parking in transit station areas.
- Provide short-term spaces to accommodate drop-off, pick-up and taxi services consistent with the Transit Station Area Prototypes.

Equity

The intent of the Equity policy is to provide the same range of choices for all residents, particularly for those residents who have few, if any choices.

The Equity policy element establishes a framework to provide for an integrated citywide transportation system designed to accommodate all geographic areas of the City, in terms not only of providing public transportation but in reference to other public economic benefits, such as

revitalization of neighborhoods. This policy also promotes efforts to identify and quantify unmet transit demands.

- The City shall support and impact the decision-making process to ensure equal access and mobility to all City residents, to meet under-served and unmet transit needs and, within the existing and proposed system, to give priority for development and revitalization to economically disadvantaged areas.*
- An annual assessment of the transit demand and needs shall be performed in order to prioritize, modify and enhance:
 - a) service levels, and
 - b) existing and planned transportation improvements.
- The City shall promote an equitable and balanced approach for the economic and mobility benefits of its residents in its advocacy for future funding/programming for transportation improvements and services.
- The City and MTA shall work together to optimize participation by Disadvantaged Business Enterprises/Minority Business Enterprises/Women Business Enterprises in all residential, commercial, and transit services and construction contracts and developments in transit corridors.
- The funds collected through MTA's transit-related development projects shall, to the extent permitted by law, be distributed systemwide based on the equity principles contained in the Land Use/Transportation Policy.
- The City and MTA shall utilize a Citizen Participation Process which shall ensure community input and equitable decision-making in all phases of system and land use planning, development, engineering and implementation.
- City economic development funds shall be given priority to support the Equity policy while transit funds shall be programmed for transit programs.
- Where appropriate, community-based non-profit organizations shall be given preference as partners.

Economic Development

* See Glossary (Attachment A) for definition of Economically Disadvantaged Areas.

The intent of the Economic Development policy is to support and encourage economic vitality for all economic segments of the population and to maximize economic development opportunities in neighborhoods surrounding TOD's.

- Create employment opportunities in TOD's by adopting a community job hiring/training program for public and private ventures.
- Develop business attraction, retention and expansion strategies for TOD's.
- Through joint development and public-private partnerships, vacant or under-used City-owned property shall be developed to meet community needs such as pocket parks, public art, affordable housing, and community gardens.
- Community revitalization programs such as redevelopment areas and enterprise zones, shall be consistent with and support all elements of this Land Use Policy for transit station areas when the revitalization areas encompass a TOD.

Community Facilities

The intent of the Community Facilities policy is to assure that TOD's accommodate a range of community needs and public amenities.

- Each TOD should contain community facilities or amenities such as (but not limited to) libraries, child care centers, elder care facilities, community meeting rooms, bicycle storage facilities, open space, plazas, street trees, special street lighting, special paving and street amenities.
- Establish development incentives for the creation of community facilities in TOD's.
- Where a market exists, parking structures should contain residential uses, and/or ground floor retail, and/or other community facilities.

TRANSIT STATION AREA PROTOTYPES

Introduction

Changes of land use designations and of zoning of neighborhoods in Community Plans must recognize the individual characteristics and future potential of the City's neighborhoods, as well as the wants and concerns of local residents. Consequently, a set of six Transit Station Area Prototypes has been devised to set the framework for the more detailed planning of transit station areas, each keyed conceptually to what might be accomplished when applied to a particular area served by subway, light rail or bus or a combination of all three. The six Prototypes establish a hierarchy of

density ranging from a very dense urban area to a less dense, more suburban area.

Prototypes are recommended based upon consideration of:

1. The type of transportation at the station area, e.g. heavy rail, light rail, commuter service or heavily used bus route.
2. Consideration for existing city policy, e.g. the station area is also a designated Center.
3. Character of existing development within the station vicinity.

The purpose of identifying ranges of density in the Prototypes is to permit adjustments to the final entitlements during the implementation stages of the Policy balanced with the needs of the local community.

The 1/4 mile radius would be adjusted during the implementation stage of the Policy to reflect local conditions. For example, steep hillsides within the 1/4 mile would not be included for intensification. In addition, established local existing land use patterns would similarly influence the ultimate determination of where intensification is desirable and where it is not.

Incentives

Standard incentives apply to all projects within 1/4 mile of transit stations (including the Major Bus Center):

- Finding of conformance with CMP requirements on all commercial, mixed use, medium density (and above) housing and affordable housing within 1/4 mile of transit station areas.
- Substantial trip reduction credit for transportation mitigation under CEQA.
- Substantial reduction in parking requirements.
- Mixed use development (commercial-residential) by right.
- Location within the Primary Influence Area by definition reduces Vehicle Miles Travelled, conforming to the Air Quality Management Plan.
- Reduced permit processing fees for all housing development.
- Expedited environmental and permit processing.

Additional Incentives for Community Benefits:

Incentives may include a combination of dwelling unit and floor area ratio bonuses and public-private actions to secure funding (for example, from the Intermodal Surface Transportation Efficiency Act or ISTEA).

1. Community benefit:

COMMUNITY BENEFIT	INCENTIVE (Ratio of Development Bonus in square feet to Benefit)
Open space, plazas	2SF:1SF open space, plaza
Childcare, eldercare	2SF:1SF child/eldercare
Community meeting room	2SF:1SF community room
Historic preservation	Joint public-private effort (For example, seek 1:1 funding match for ISTEA)

2. To achieve pedestrian enhancements:

Special street lighting	Joint public-private effort
Special street trees	Joint public-private effort
Special paving/amenities	Joint public-private effort
Bicycle storage facilities	Joint public-private effort

3. For economically disadvantaged areas:

- Redirect City resources: redevelopment, blockgrant, housing funds etc. to support public-private partnerships.
- Utilize various tax abatements, increment financing, tax credits, etc.
- Exemption or deferral from City fees (for example, Department of Water and Power allows for reduced fees on power bills for commercial users in designated areas of the City).
- “Front of the line” position for any service hook up/connection (e.g. sewer service).

4. For higher density projects that exceed maximum thresholds (refer to specific Transit Station Area Prototype):
 - A percentage reduction in standard city parking requirements, for example, a 3-10% reduction.
 - An FAR bonus of 25% for combining lots.
 - A density bonus for all housing types/ranges of 25% for combining lots.
 - A combined hearing process to expedite project review.

TRANSIT STATION AREA PROTOTYPES

Transit Station Area Prototypes are defined in the following section, which describes how a prototype neighborhood might be transformed over the next thirty years in terms of scale of development, types of uses, pedestrian orientation, etc. The accompanying matrices set forth ranges of density/intensity to capture the range of land use characteristics in the City prevalent along transportation corridors.

Major Urban Center

Major Urban Centers are intensely developed urban areas characterized typically by diverse land uses, high-rise buildings, high population density, automobile and pedestrian congestion, insufficiency of parks and open space, diverse social and demographic characteristics, buildings of varying age and physical condition, intensive concentrations of employment, of retail and wholesale trade, business and personal services, institutional uses, entertainment centers, hotels, restaurants and tourist attractions. They are vital, active with potential for 24-hour life. Typical is the Central Business District.

Vision for Major Urban Center

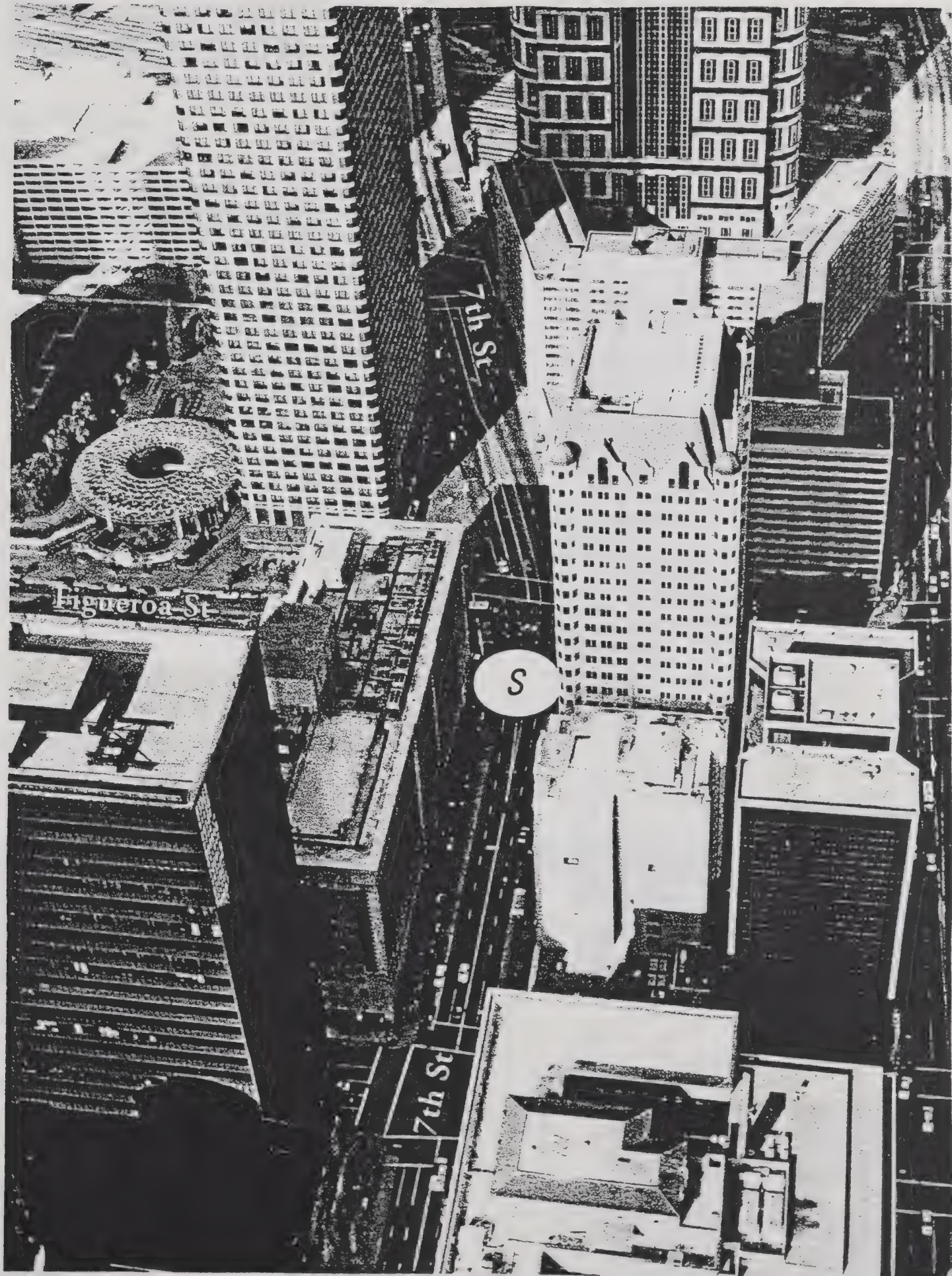
The Central Business District (CBD) has grown tremendously in thirty years, in geographic extent, intensity of development, housing, employment, range of industries and business and personal services, places of entertainment and culture, diversity and vibrancy. Construction of high-rise office buildings and apartment buildings, including many of mixed commercial/residential use, has proliferated intermittently with cycles of the local and national economies. The predominant physical patterns and forms of the CBD had already been established during earlier decades, with insufficient opportunity remaining, for example, to acquire land for parks, public open space, and increased sidewalk width needed to accommodate greatly increased pedestrian traffic. Automobile traffic remains congested.

Yet an extensive rail public transit system had been envisioned for the Los Angeles region, with major elements of it already designed or under construction by the 1990's, and key underground segments beneath the CBD and other areas already completed and connected by the Metrolink commuter rail system to outlying regions. The CBD has become vastly more transit dependent with the rapid growth of the core of the City, yet such vibrant growth was possible to the extent experienced only because a well designed regional mass transit system was in place beforehand. Stations include: Bunker Hill, Pershing Square, 7th Street, and Figueroa Street.



MAJOR URBAN CENTER Primary Influence Area

S=Station



MAJOR URBAN CENTER

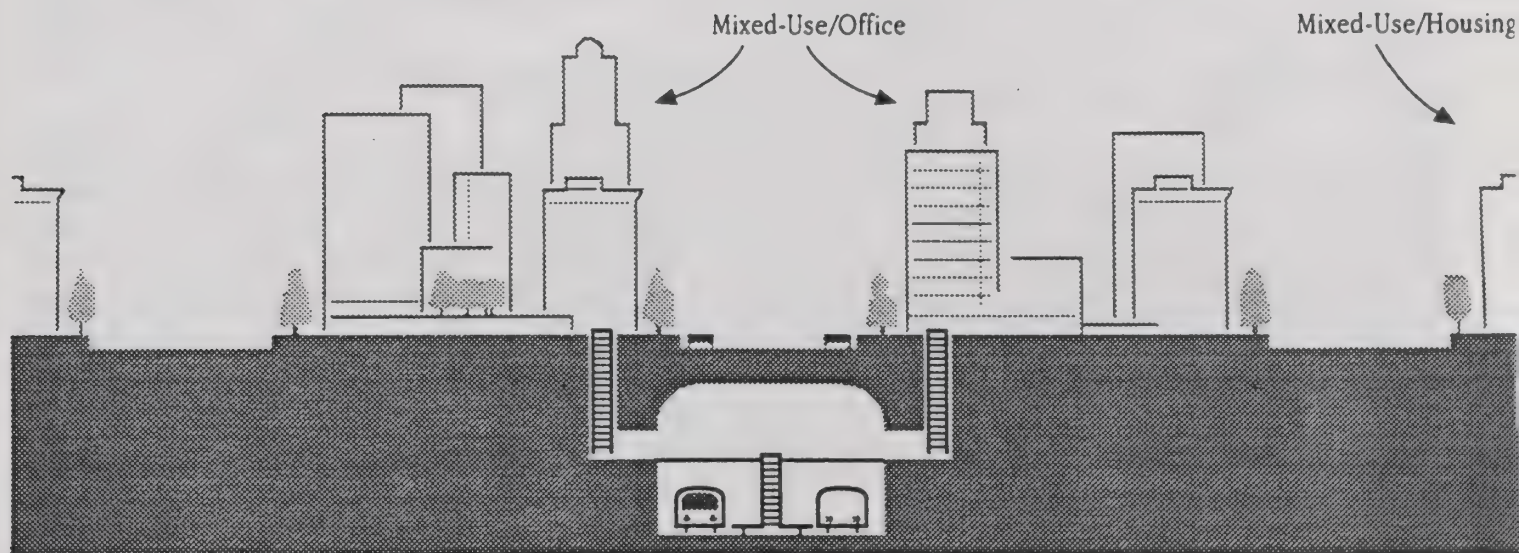
S=Station

STATION AREA PROTOTYPE MAJOR URBAN CENTER

1/4 Mile Radius	Residential	Commercial	Mixed Commercial Residential	Other Uses
Minimum Desirable Density ¹	80 du/acre		80 du/acre	
Maximum Permitted Density ²	100 du/acre		100 du/acre	
Discretionary Density ³	100 du plus		100 du plus	
Minimum Desirable FAR ¹		6:1	6:1	6:1
Maximum Permitted FAR ²		13:1	13:1	13:1
Discretionary FAR ³		13 plus	13 plus	13 plus
Minimum Parking ⁴	phased	phased	shared	phased
Maximum Parking ⁴	phased	phased	shared	phased
Minimum Sidewalk Width	20 feet; 20 feet plus in immediate transit station area			

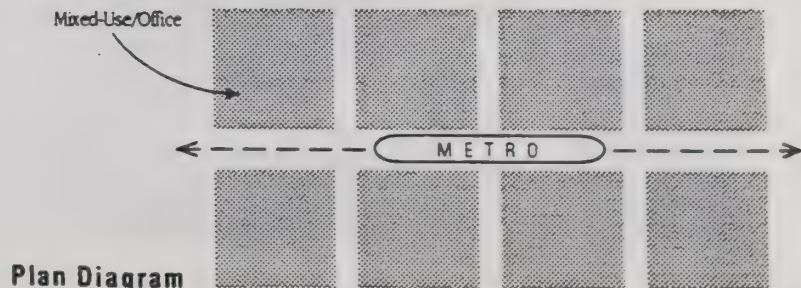
NOTES:

- 1 To qualify for Additional Incentives, projects must meet this threshold
- 2 Permitted as of right.
- 3 Determined by discretionary review, in consideration of local neighborhood circumstances, as well as public benefits provided by developer, such as dedication of green open space, childcare facilities. Also in consideration of amount of affordable housing provided.
- 4 Parking subject to a phased reduction from the citywide standards as the transportation system is constructed and opens for operation.



Section Diagram

Station Area Prototype matrix applies to the Primary Influence Area (1/4 mile). A Secondary Influence Area is an area of transition (1/2 mile). The 1/4 mile radius may be adjusted according to land uses, topography, etc. Minimum sidewalk width anticipates pedestrian crowding due to bus/rail queuing, and retail activity.



Urban Complex

Urban Complexes share many of the characteristics of Major Urban Centers, typically in linear configurations extending along Major Highways, with commercial development alternating in intensity and complexity, and connecting to adjacent residential communities of varying character and density. Urban Complexes are derivative historically from the automobile, and in some cases the trolley car, having accompanied the urban sprawl made possible by the advent of these two modes of transportation. Urban Complexes tend to be more "automobile friendly" when compared to the Central Business District in terms of street width and availability and convenience of parking. Automobile traffic, however, is congested and exacerbated by continuing intensive commercial and residential growth. Urban Complexes are becoming more dependent on public transit to work well.

Pedestrian traffic is considerable, but lacks a fully realized "pedestrian friendly" environment. Pedestrian safety and convenience suffer at the expense of excessive reliance on the automobile. Sidewalks have been narrowed in some cases in order to accommodate widening of streets.

Segments of some transit corridors may rival the Central Business District in height of buildings and intensity of development. Elsewhere, urban character may grade toward smaller scale development, in context of neighborhood rather than regional orientation. Wilshire Boulevard is an example of an Urban Complex.

Vision for Urban Complex

Urban Complexes, like the Central Business District, have experienced increased intensity of development and growth of economic opportunity, also spurred by improved public transit, but with concurrent automobile and pedestrian congestion. While some roadways have been widened at the expense of sidewalk width, elsewhere roadway widening has been entirely and permanently curtailed, with the pedestrian environment of many streets subsequently improved by street tree plantings and acquisition of public spaces in return for density bonuses.

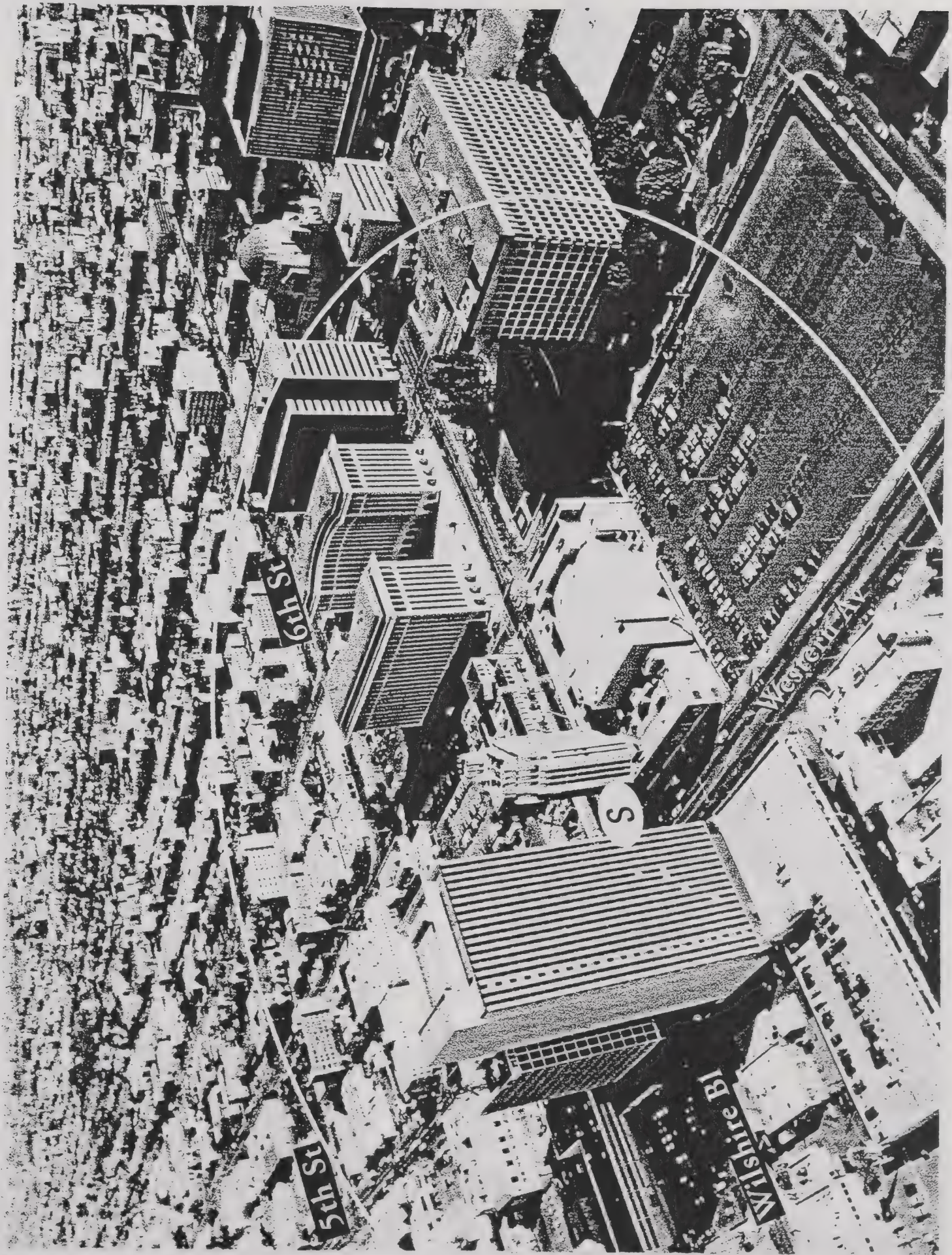
Places where bus lines intersect, or intermodal transfer of rail and bus transit users occurs, have experienced larger and larger throngs of people, not only transit users but passersby, such as office workers using lunch breaks for shopping and restaurants. In such places, emphasis upon pedestrian-friendly design has created a vital and lively outdoor environment. Transit stations, at the surface or underground, are imaginatively designed and enhanced by public art.

Stations may include: Union Station, Wilshire/Western, Chinatown, Hollywood/Highland, MacArthur Park, Universal City, Wilshire/Vermont.



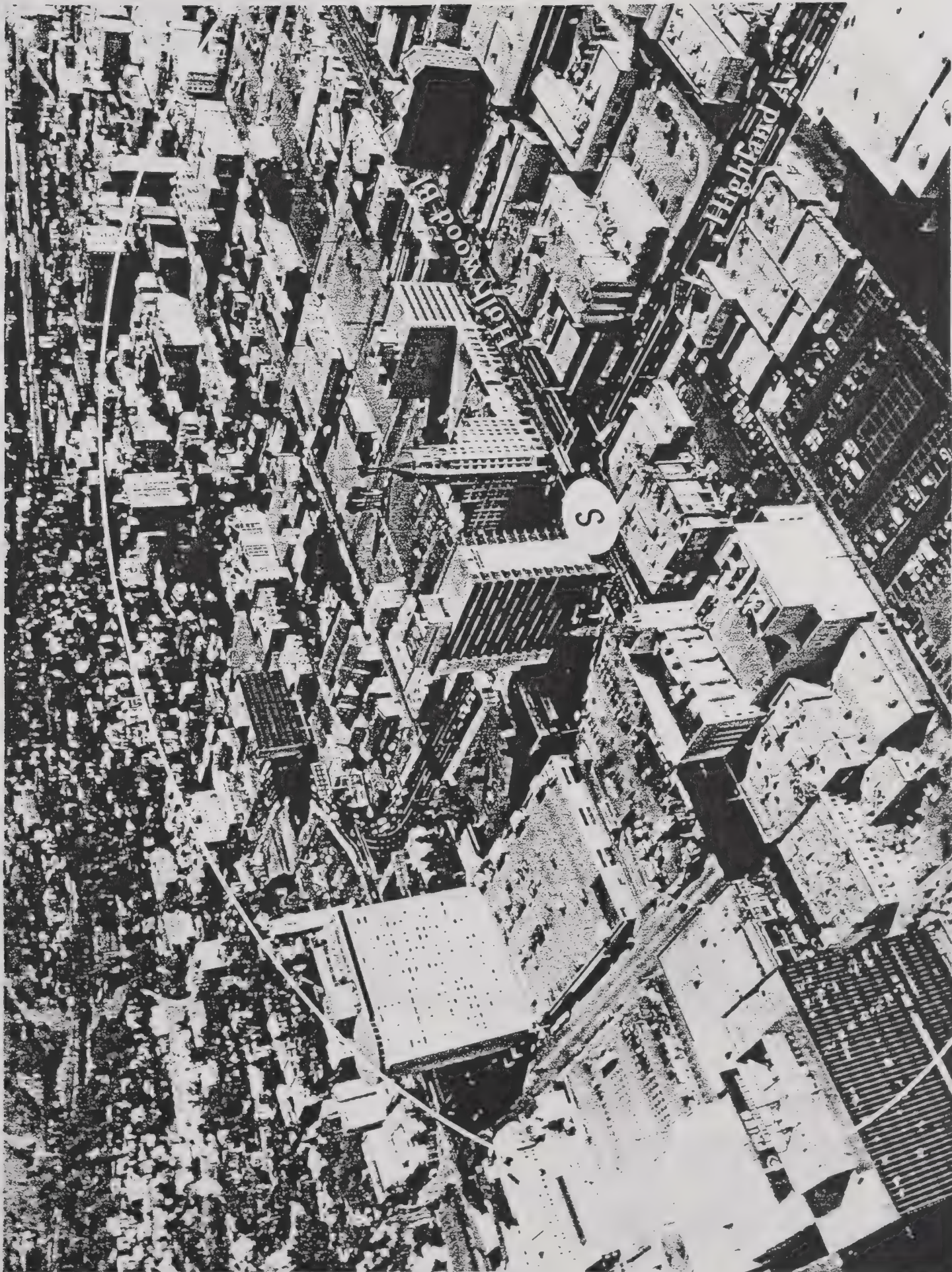
URBAN COMPLEX

Looking west along Wilshire Bl to the Normandy & Western Stations



URBAN COMPLEX Primary Influence Area

S=Station



URBAN COMPLEX Primary Influence Area

S=Station

STATION AREA PROTOTYPE URBAN COMPLEX

1/4 Mile Radius

	Residential	Commercial	Mixed Commercial Residential	Other Uses
Minimum Desirable Density ¹	40 du/acre		40 du/acre	
Maximum Permitted Density ²	60 du/acre		60 du/acre	
Discretionary Density ³	60 du plus		60 du plus	
Minimum Desirable FAR ¹		4.5:1	4.5:1	4.5:1
Maximum Permitted FAR ²		10:1	10:1	10:1
Discretionary FAR ³		10 plus	10 plus	10 plus
Minimum Parking ⁴	phased	phased	shared	phased
Maximum Parking ⁴	phased	phased	shared	phased
Minimum Sidewalk Width	15 feet; 15 feet plus in immediate transit station area			

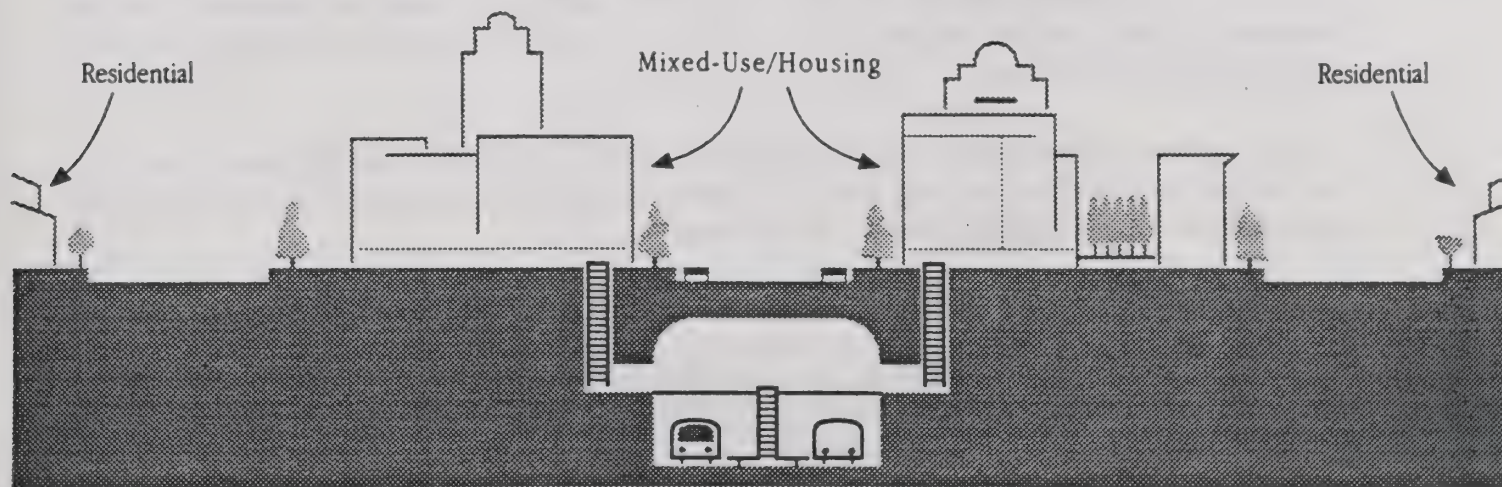
NOTES:

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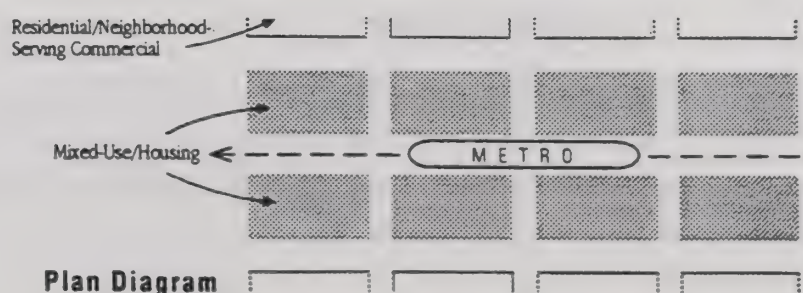
3 Determined by discretionary review, in consideration of local neighborhood circumstances, as well as public benefits provided by developer, such as dedication of green open space, childcare facilities. Also in consideration of amount of affordable housing provided.

4 Parking subject to a phased reduction from the citywide standards as the transportation system is constructed and opens for operation.



Section Diagram

Station Area Prototype matrix applies to the Primary Influence Area (1/4 mile). A Secondary Influence Area is an area of transition (1/2 mile). The 1/4 mile radius may be adjusted according to land uses, topography, etc. Minimum sidewalk width anticipates pedestrian crowding due to bus/rail queuing, and retail activity.



Plan Diagram

Major Bus Center

Major Bus Centers often occur at the intersection of major bus corridors that carry heavy public transit ridership as well as automobile traffic. Heterogeneous commercial development extends for miles along these transit routes, oriented toward the automobile, served by generous parking lots, and with signage designed to attract passing motorists. Retail and services may serve the region as well as the neighborhood. Curb cuts and driveways interfere with pedestrian traffic. Building designs often are drab and monotonous; streetscapes anonymous absent special neighborhood character. Pedestrian amenities, such as street trees, are minimal.

Major employers or major shopping centers may occur, but there is no focus of land uses at the intersections where large volumes of riders board and/or transfer. These transit routes are primarily automobile oriented and automobile dependent with dispersed land uses, thus contributing to congestion, excessive fuel consumption, degradation of air quality, and deterioration of the urban environment.

Vision for Major Bus Center

Major Bus Centers, characterized formerly by miles and miles of often drab and poorly designed automobile-oriented commercial development, have been transformed into true urban form and character. Gas stations have disappeared, as well as automobile repair shops, automobile sales lots and drive-in businesses. Parking lots are absent, partly because of zoning requirements, but also because the great need for parking is gone. Parking is entirely enclosed and sometimes shared between different land uses.

Mixed commercial/residential uses in three-and four-story buildings predominate, often with convenient neighborhood-serving retail and personal services occupying the ground level of apartment buildings, such as barbershops and bakeries.

A pedestrian oriented environment has largely superseded an automobile dominated environment. Sidewalk widths are at least fifteen feet, with more width provided in the immediate transit station area, provided by the builder of the transit station, along with street trees and other amenities. The fifteen-foot sidewalks are a minimum, essential in order to provide space enough for street trees as well as buffering of the store fronts from the noise and fumes of street traffic.

Stations may include: Vermont/Manchester, Van Nuys/Sherman Way.

Neighborhood Center

Neighborhood Centers share many of the characteristics of Major Bus Centers, but generally on a somewhat smaller scale in terms of intensity of development, transit ridership, automobile and pedestrian traffic. Some of the Neighborhood Centers are underserved by public transit, and

STATION AREA PROTOTYPE

MAJOR BUS CENTER

1/4 Mile Radius

	Residential	Commercial	Mixed Commercial Residential	Other Uses
Minimum Desirable Density ¹	20 du/acre		20 du/acre	
Maximum Permitted Density ²	40 du/acre		40 du/acre	
Discretionary Density ³	40 du plus		40 du plus	
Minimum Desirable FAR ¹		2:1	2:1	2:1
Maximum Permitted FAR ²		3:1	3:1	3:1
Discretionary FAR ³		3 plus	3 plus	3 plus
Minimum Parking ⁴	1.5/du	phased	shared	phased
Maximum Parking ⁴	1.5/du	phased	shared	phased
Minimum Sidewalk Width	15 feet; 15 feet plus in immediate transit station area			

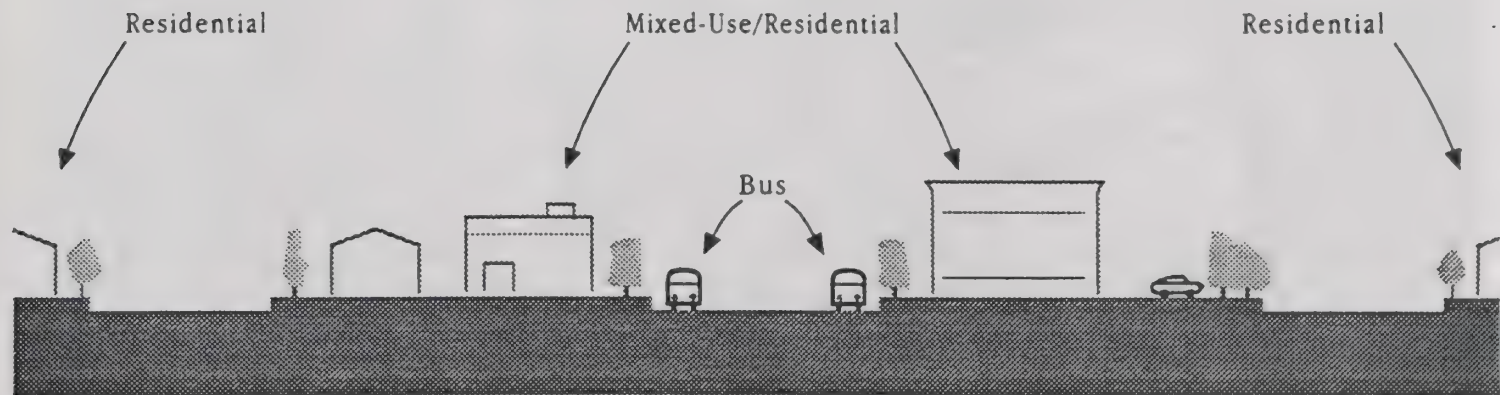
NOTES:

1 To qualify for Additional Incentives, projects must meet this threshold

2 Permitted as of right.

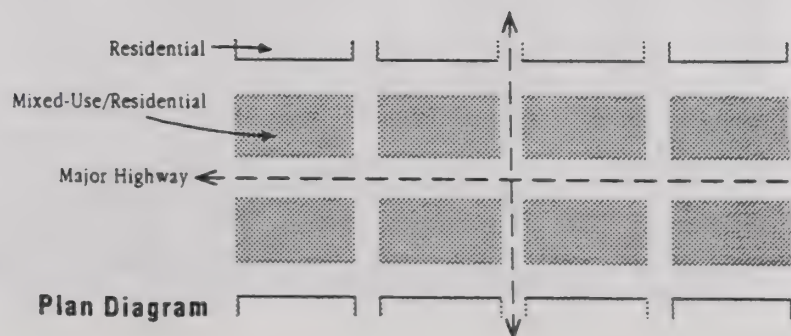
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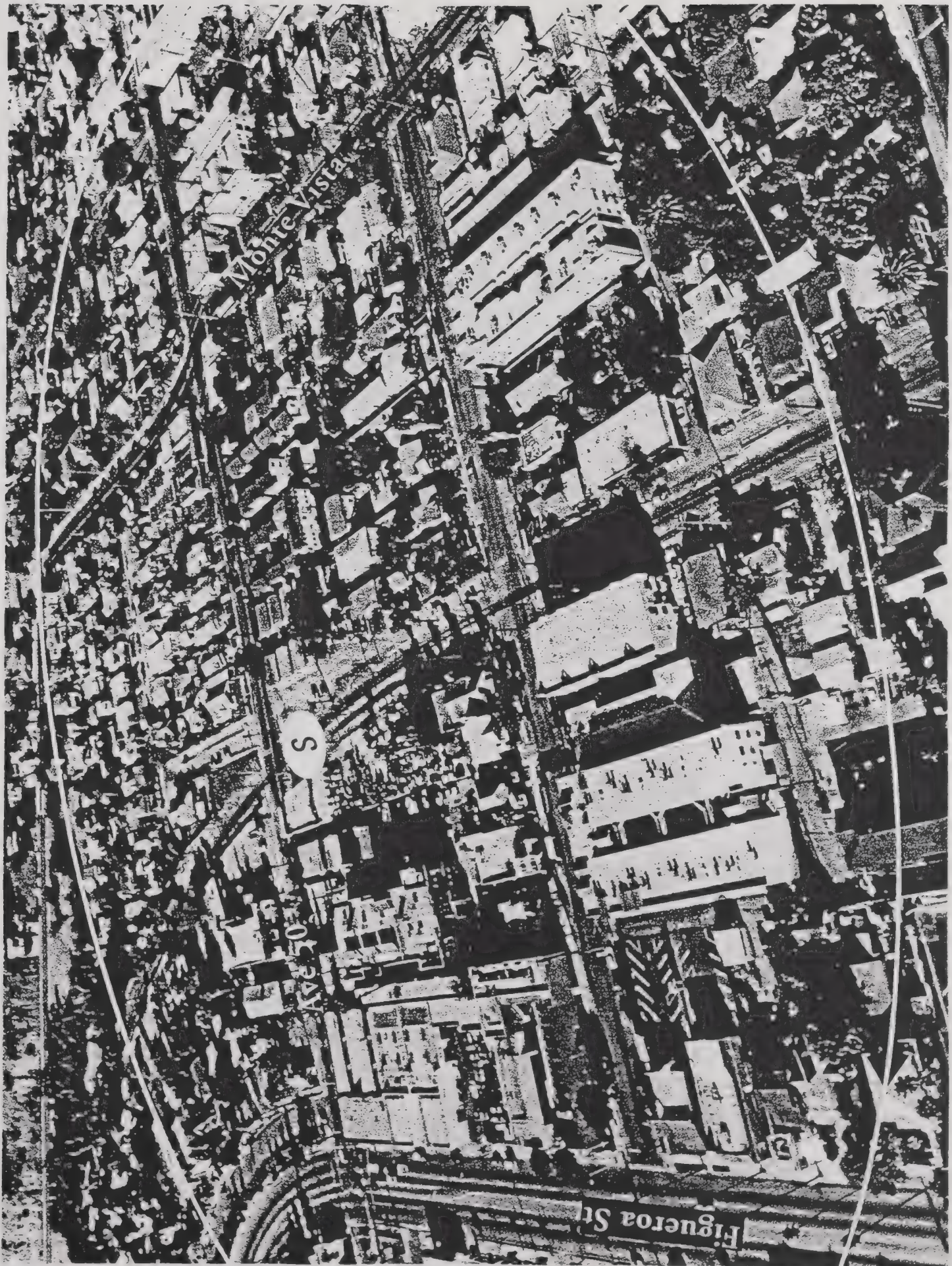
4 Parking subject to a phased reduction from the citywide standards as the transportation system is constructed and opens for operation.



Section Diagram

Station Area Prototype matrix applies to the Primary Influence Area (1/4 mile). A Secondary Influence Area is an area of transition (1/2 mile). The 1/4 mile radius may be adjusted according to land uses, topography, etc. Minimum sidewalk width anticipates pedestrian crowding due to bus/rail queuing, and retail activity.





NEIGHBORHOOD CENTER Primary Influence Area

S=Station

Major Urban Center (Downtown)



NEIGHBORHOOD CENTER Primary Influence Area

S=Station

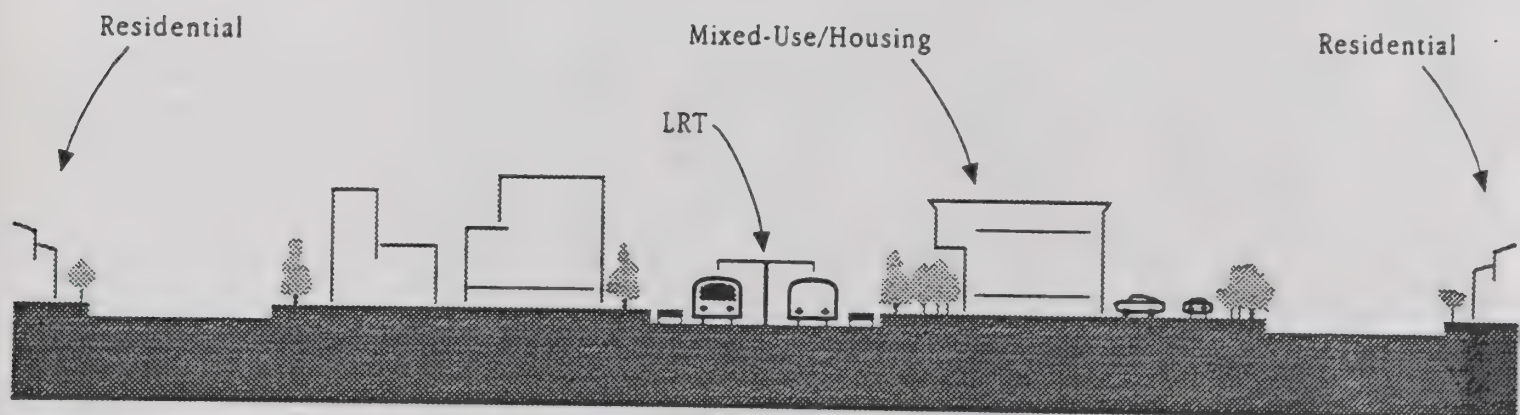
STATION AREA PROTOTYPE NEIGHBORHOOD CENTER

1/4 Mile Radius

	Residential	Commercial	Mixed Commercial Residential	Other Uses
Minimum Desirable Density ¹	24 du/acre		24 du/acre	
Maximum Permitted Density ²	40 du/acre		40 du/acre	
Discretionary Density ³	40 du plus		40 du plus	
Minimum Desirable FAR ¹		2:1	2:1	2:1
Maximum Permitted FAR ²		3:1	3:1	3:1
Discretionary FAR ³		3 plus	3 plus	3 plus
Minimum Parking ⁴	1.5/du	phased	shared	phased
Maximum Parking ⁴	1.5/du	phased	shared	phased
Minimum Sidewalk Width	15 feet; 15 feet plus in immediate transit station area			

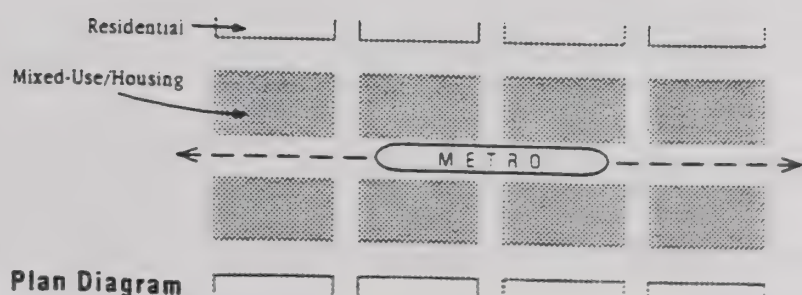
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Section Diagram

Station Area Prototype matrix applies to the Primary Influence Area (1/4 mile). A Secondary Influence Area is an area of transition (1/2 mile). The 1/4 mile radius may be adjusted according to land uses, topography, etc. Minimum sidewalk width anticipates pedestrian crowding due to bus/rail queuing, and retail activity.



consequently some of the commercial strips are more automobile dependent. Some residential neighborhoods along transit routes are less densely populated and less densely built than elsewhere in the City, resulting in less pedestrian traffic in adjacent linear retail shopping areas.

Neighborhood Centers are more common in the older and the outlying areas of the City: characterized by groups of older, often historic buildings, clusters of small-scale commercial developments adjacent to multiple family neighborhoods as in Northeast Los Angeles or spaced at intervals between large tracts of single-family homes, such as in many parts of the San Fernando Valley. Neighborhood-serving shopping areas predominate. Opportunities for “walking” trips are substantial. Lot sizes are small, with opportunities for infill projects in older parts of the City.

Vision for Neighborhood Center

As development has occurred, it has brought many benefits to the surrounding community. The neighborhood has grown and evolved due to an increased focus on daily retail goods and services near the station. Childcare and eldercare facilities are within a convenient quarter mile, eliminating the extra auto trips it took in the past to take care of the essential daily needs of maintaining a family.

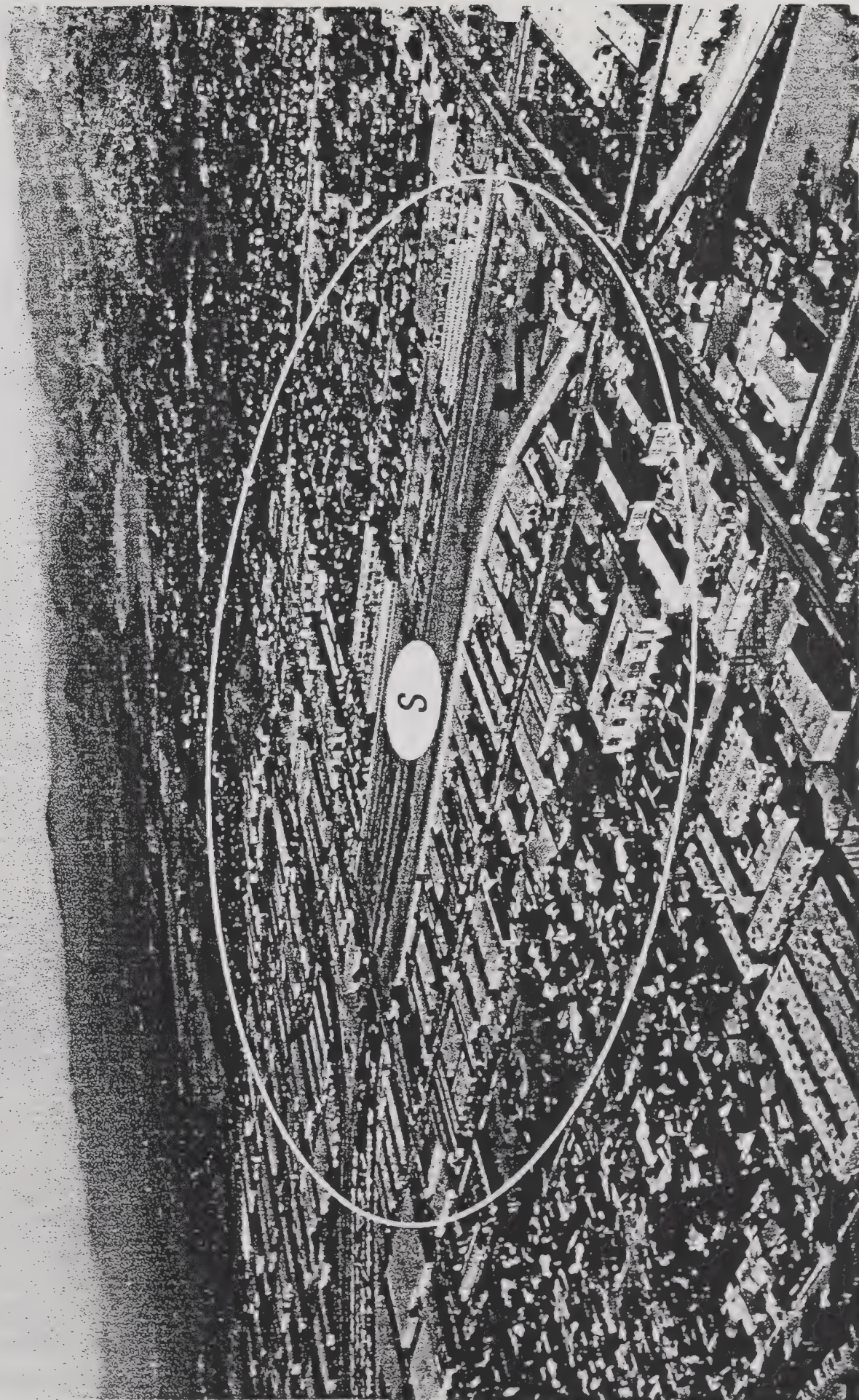
Densification has occurred in the immediate vicinity of the station, but care has been taken to blend the new architecture with historic architectural styles. Mixed commercial/residential uses in three- or four-story buildings typically predominate in many transit station areas, with adjoining transitional areas built to smaller scale in accordance with community character. Safe, lively pedestrian-oriented environments exist, amidst street trees, plazas, vest-pocket parks and attractively designed store fronts.

It is possible to take a supporting paratransit, or “DASH” bus to the station from some of the surrounding neighborhoods. In addition, bicycle facilities encourage use of the bicycle as an alternative means of transportation.

Stations may include: Vermont/Beverly, Figueroa St./Avenue 57.

Regional/Suburban Center

Regional/Suburban Centers typically are located in outlying areas characterized by large tracts of low-density residential neighborhoods interspersed widely with small-scale commercial development. Major employment centers generally are few and far between, so that local residents depend heavily on automobiles and public transit for commuting, often at considerable distances, to places of employment, entertainment and recreation. Larger lots occur with opportunities for assemblage. Chatsworth, an example of a community that fits this description, is served by Metrolink, a commuter rail system that carries residents to Union Station, and then by other public transit to places of employment.



REGIONAL SUBURBAN CENTER Primary Influence Area

S=Station

STATION AREA PROTOTYPE REGIONAL SUBURBAN CENTER

1/4 Mile Radius

	Residential	Commercial	Mixed Commercial Residential	Other Uses
Minimum Desirable Density ¹	12 du/acre		20 du/acre	
Maximum Permitted Density ²	40 du/acre		40 du/acre	
Discretionary Density ³	40 du plus		40 du plus	
Minimum Desirable FAR ¹		2:1	2:1	2:1
Maximum Permitted FAR ²		4:1	4:1	4:1
Discretionary FAR ³		4 plus	4 plus	4 plus
Minimum Parking ⁴	2.0/du	phased	shared	phased
Maximum Parking ⁴	2.0/du	phased	shared	phased
Minimum Sidewalk Width	15 feet; 15 feet plus in immediate transit station area			

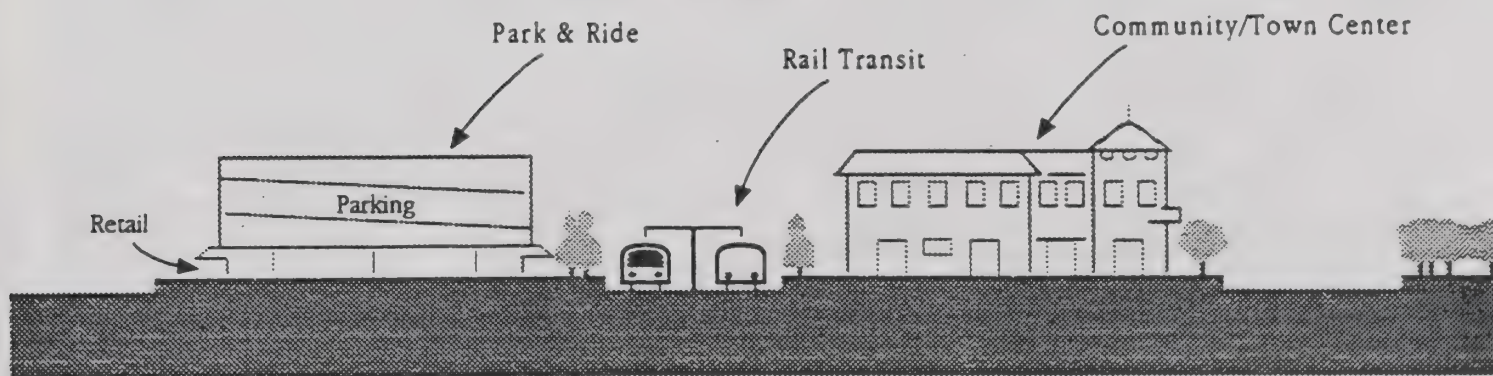
NOTES:

1 To qualify for Additional Incentives, projects must meet this threshold

2 Permitted as of right.

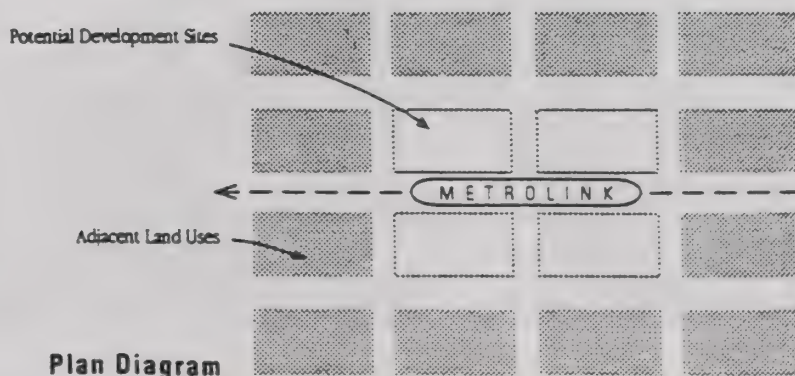
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4 Parking subject to a phased reduction from the citywide standards as the transportation system is constructed and opens for operation.



Section Diagram

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Vision for Regional/Suburban Center

Land uses surrounding Regional/Suburban Centers have retained the character of suburban rather than urban communities. Some densification has occurred in immediate transit station areas, but care has been taken to protect adjoining neighborhoods by providing buffer zones and sensitive transit station design. Development within these areas has been of an appropriate character to the surrounding communities. Community oriented commercial development has been enhanced.

Rail transit stations of the regional intercept type, with plentiful parking for commuters, such as provided by the Metrolink commuter rail system, are characteristic of outlying areas of Los Angeles, as well as of Ventura and San Bernardino Counties and other places served by the regional rail transit system.

Industrial Complex

Industrial Complexes may be served by any mode of public transit, such as by Metrolink which traverses major industrial areas in the San Fernando Valley, and the Blue Line rail system, which runs through South Central Los Angeles. Industrial Centers are distinguished by a range of land uses from manufacturing and warehousing to retail, wholesale and other commercial uses.

Residential communities are absent or marginal. Mixed residential and commercial development is not contemplated for Industrial Centers, as they are for the five prototypes already described above. However, a mix of commercial uses such as restaurants, coffee shops, basic convenience services to support workers offers opportunities to minimize daytime auto trips.

Incentives, or disincentives, could be applied to Industrial Complexes, to ensure employment opportunities, quality development, encourage clean industry, and effective interface with the public transit system. Other incentives should include the locating of energy efficient firms, alternative transportation industries, and alternative energy industries in TOD's. Enterprise Zones are an example.

Vision for Industrial Complex

Transit stations in Industrial Complexes are of a more simple and utilitarian design, with resources for more elaborate transit station design and infrastructure having been directed instead toward transit facilities built in the five classes of neighborhoods that contain residences and other nonindustrial uses. Effective interface of transit stations with adjacent industrial areas has been achieved. Employment has been greatly augmented in response to construction of rail transit and increased levels of service by bus transit.

Stations may include: Van Nuys/Metrolink, Aviation/Imperial

Major Urban Center (Downtown)



INDUSTRIAL CENTER Primary Influence Area

S=Station

STATION AREA PROTOTYPE INDUSTRIAL CENTER

1/4 Mile Radius

	Residential	Commercial	Mixed Commercial Residential	Other Uses
Minimum Desirable Density ¹				
Maximum Permitted Density ²				
Discretionary Density ³				
Minimum Desirable FAR ¹		3:1		3:1
Maximum Permitted FAR ²		6:1		6:1
Discretionary FAR ³		6 plus		6 plus
Minimum Parking ⁴		phased		phased
Maximum Parking ⁴		phased		phased
Minimum Sidewalk Width	10 feet; 10 feet plus in immediate transit station area			

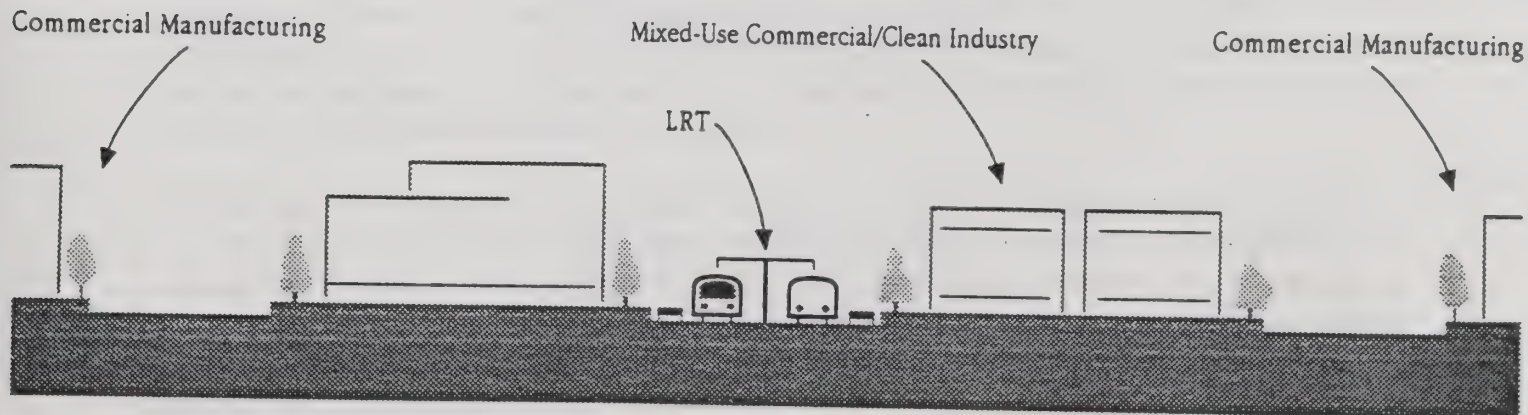
NOTES:

1 To qualify for Additional Incentives, projects must meet this threshold

2 Permitted as of right.

3 Determined by discretionary review, in consideration of local neighborhood circumstances, as well as public benefits provided by developer, such as dedication of green open space, childcare facilities. Also in consideration of amount of affordable housing provided.

4 Parking subject to a phased reduction from the citywide standards as the transportation system is constructed and opens for operation.



Section Diagram

Station Area Prototype matrix applies to the Primary Influence Area (1/4 mile). A Secondary Influence Area is an area of transition (1/2 mile). The 1/4 mile radius may be adjusted according to land uses, topography, etc. Minimum sidewalk width anticipates pedestrian crowding due to bus/rail queuing, and retail activity.

ATTACHMENT A

GLOSSARY

Primary Influence Area: An area extending in all directions 1/4 mile from existing and proposed rail transit stations and designated bus transit facilities. The 1/4 mile radius would constitute a general guideline for planning purposes, defining the geographic area subject to intensive planning and zoning. The boundary of the Primary Influence Area would not be delineated on official City maps.

Secondary Influence Area: An area extending in all directions 1/4 mile beyond the Primary Influence Area, constituting a geographic area conceived as a transitional area, to buffer outlying neighborhoods from more intensive development in the Primary Influence Area.

Transit Oriented District: A General Plan designation representing an area adjoining existing and proposed rail transit stations and designated bus transit facilities, recommended by the Planning Commission and adopted by the City Council. Such a district might include all or a part of a Primary Influence Area or Secondary Influence Area. The boundary of the Transit Oriented District would be delineated on the Community Plan map with appropriate footnotes.

Transit Oriented Zone: A new zone placed on properties adjoining existing and proposed rail transit stations and designated bus transit facilities, confined to all or part of a Primary Influence Area. The TOZ is essentially a mixed use zone, with reduced parking requirements, provision for intensive development, and intended to accomplish good urban design and an attractive pedestrian oriented environment, in context of convenient public transit.

Economically Disadvantaged Areas: Areas within the City where the following conditions exist: where the total persons in poverty is equal to or well above the City average; where unemployment is at or higher than the citywide average; where the City's ratio of median census tract income is less than 120% of the median county income; where the percentage of households with no vehicle available is above or higher than the City average; where the percentage of workers 16 years and older and students who use public transportation to get to work is above or higher than the City average; and where the percentage of total population defined as in the labor force is significantly below the City average.

ATTACHMENT B

A POLICY TO GUIDE DECISIONS ON DESIGN OF THE PUBLIC RIGHTS-OF-WAY

It is the intent of this policy on the City's public rights-of-way to recognize the increasing importance of pedestrian activity in creating lively and animated city streets. This policy departs from past practices by weighing the pedestrian as well as the vehicular character of our city streets when street widenings are considered. There are several important reasons to agree to this essential shift.

In 1991, the Council adopted a Municipal Code amendment creating Pedestrian Overlay Zone, recognizing that pedestrian use of the city streets was an integral part of city life: lively, animated areas of the City often are located in those parts of the City where extensive ground level retail activities occur. In addition, major bus centers now experience (and the new subway and light rail systems will further add to) surges of pedestrian activity within the vicinity of the station areas, affording new opportunities to include pedestrians in our planning and improvements to public rights-of-way. Because of these changes, it is important that decisions about the public rights-of-way be approached with a sensitive balance: weighing pedestrian life with auto movement not only at transit stations but throughout the City in areas of wherever people walk extensively, window shop and congregate. Neither overly wide sidewalks nor streets are appropriate standards without careful evaluation of each case.

With that in mind, both the Departments of Planning and Transportation agree that new street widenings need to be evaluated more carefully and that the factors for decision-making on future individual cases are embodied in this agreement. The departments also agree that it is critical to bring to bear on any pending resolution of an individual situation ways to avoid widenings by aggressive use of roadbed management.

A CHECKLIST OF EVALUATION CRITERIA FOR THE PUBLIC RIGHT-OF-WAY

Step I:Set Asides (areas not suitable for street widenings)

- ☐ In a Pedestrian Overlay Zone or pedestrian priority street segment
- ☐ In a Historic Preservation Overlay Zone
- ☐ Part of a Master Planned Community such as Playa Vista

Step II:Inventory: Official Actions/Studies

- ☐ Designated on Map A of the Transportation Element (Highways and Freeways)
- ☐ Designated in a Specific Plan
- ☐ Traffic studies of the area completed _____ (date)
- ☐ Part of a planned mitigation of nearby project _____ (case)
- ☐ Within 1,200 feet of a transit station or a bus center
- ☐ In Redevelopment Area with pedestrian emphasis/plans
- ☐ Designated as a transit priority street

Step III:Inventory: Existing Conditions

- ☐ Designated historic buildings present
- ☐ More than 50% of buildings have useful life of 30 years or more
- ☐ General condition of existing buildings

Step IV:Projected Volumes (autos and pedestrians)

- ☐ Environmental Impact Report projected volumes
- ☐ Projected volumes from other studies
- ☐ Pedestrian surges
- ☐ Peak hour auto volumes

Step V:City's Capital Investment Program

- ☐ Position on the City's CIP

Step VI:Analysis and management

- ☐ Roadbed Management:

1. Signals, signs, striping, parking restrictions
2. Transit contra-flow lanes
3. 1-way couplets with off-set striping/HOV lanes

→. Remove or restrict parking (e.g. install TANSAT)

___ Sidewalk Management

1. Removal/relocate bus stops
2. Removal/relocate signals, street lights, newsstands

Step VII: Mitigation to Widening

- ___ 1. 1" for 1" caliper replacement of trees
- ___ 2. Consolidate newspaper vending machines
- ___ 3. Other urban design enhancements (street furniture, special paving, painted sidewalk, etc.)
- ___ 4. Easement over private property for additional pedestrian walkway.

CREDITS

The Policy is a joint effort between the City of Los Angeles and the Los Angeles County Metropolitan Transportation Authority and was prepared by a Working Group comprised of representatives from the Mayor's Office, all Council Offices, CLA and staffs from the MTA, the RTD, the City Departments of Planning, Transportation, Environmental Affairs, Housing Production and Preservation and the Community Redevelopment Agency.

Photo credits: Nancy Michali, MTA; the Planning Department Citywide Transportation Studies Unit; Dennis Plummer, and Emily Gabel, Department of City Planning; and Bill Lyte, ASL.
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APPENDIX G

TRANSPORTATION FUNDING SOURCES (1996)

Level of Government	Source	Administered by	Programs Funded
Federal	110% Guarantee Funds (STP Subvention)	FHWA/MTA/City	Surface roads, some transit
Federal	Highway Demo Funds	Caltrans	Surface roads, some transit
Federal	ISTEA STP	FHWA/SCAG/MTA	Surface roads & related,
Federal	ISTEA CMAQ	FTA/SCAG/MTA	Transit & related TDM
Federal	SMART Streets/IVHS Funds	FHWA/Caltrans/City	SMART Corridors et. al.
Federal	Section 3	FTA	Transit capital
Federal	Section 9	FTA	Transit capital & operations
State	AB 2766	SCAQMD	Air quality improvements
State	Flexible Congestion Relief	CTC/MTA	STIP/highway & rail
State	Gas Tax Subventions	Caltrans	Surface roads
State	Mobile Source Air Pollution Reduction Fund	Caltrans	STIP/CIEP
State	Motor Vehicle License Fee Subventions	City	General purpose
State	Prop 108 General Obligation Bonds	MTA	Rail capital
State	Prop 111 Gas Tax	Caltrans/MTA	Highways, transit capital
State	Prop 116 General Obligation Bonds	Caltrans	Rail & Alameda Corridor
State	Service Authority for Freeway Emergencies	DMV	Freeway call boxes/patrols
State	State & Local Partnership Program	CTC/Caltrans	Rail & highway capital
State	TDM Funds	Caltrans/SCAG	TDM projects
State	Traffic Systems Management Program	Caltrans	TSM projects
State	Transit Assistance Funds	State Controller/MTA	Transit
State	Transit Capital Improvements	CTC	Transit capital
State	Transportation Development Act	MTA	Transit, bicycle, pedestrian
State	Transportation Planning Funds	Caltrans	Transportation planning
County	Prop A Local Transit Fund	MTA/City	Transit improvements
County	Prop C Transit Improvement Fund	MTA/City	Transit improvements
City	General Fund	City	CIEP
City	Prop A 25% Local Return Fund	City	Transit programs
City	Prop C Local Return Fund	City	Transit improvements and related programs
City	Stormwater Pollution Abatement Fund	City	CIEP Stormwater treatment
City	TRIP Fees	City	Varies, per specific plan ordinance
City	Transportation Fund (sales tax)	City	CIEP

Acronyms:

CIEP	Capital Improvement Expenditure Program	SCAG	Southern California Association of Governments
CMAQ	Congestion management/air quality	SCAQMD	Southern Calif. Air Quality Management District
CTC	California Transportation Commission	STIP	State Transportation Improvement Program
FHWA	Federal Highway Administration	STP	Surface Transportation Programs
FTA	Federal Transit Administration	TDM	Transportation Demand Management
MTA	Metropolitan Transportation Agency	TRIP Fees	Transportation Improvement Program Fees
RTIP	Regional Transportation Improvement Program		

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